

Zeitschrift



Cake Kombis for the connoisseur.

February 2018

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The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.



Club VeeDub Sydney Committee 2017-18.

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Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney.*

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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



Gerringong Motor Fest 17th February 2018 Michael Cronin Oval

Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 17th February 2018 on Michael Cronin Oval Blackwood Street Gerringong.**

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to Prostate Cancer Research.**

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **200 vehicles** (maybe a few more with comfort). As a result we plan on a limit of maximum per club of 15 to 20 vehicles. This may change depending on the numbers of clubs and vehicles that propose to attend.

About The Event

This event is structured to be a little different than just another car display day. We intend to invite some very specific and unorthodox vehicles along with specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Barry Ferguson again this year plans to bring the HDT works team Commodore from the Round Australia, this is the sister car to Brock's and finished second; a great piece of history and Barry is a great bloke and always up for a chat.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that their vehicle is safe whilst parked. **Entry for participating vehicles for driver and passenger is only \$5** to the vehicle participant/club member. A small charge of \$5 will apply for all other people including the general public. Any donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like last year we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. We would appreciate a reply from your club by **15th December 2017** or sooner to advise us if you would like to be formally invited to participate.

Many thanks to you and your motoring enthusiast members.

Contacts: Keith Watson

Car Show Coordinator Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone : Keith Watson : 0401 777 130



THIRLMERE FESTIVAL OF STEAM

Sunday 4th March 2018

The 2018 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2018 at Thirlmere, NSW, on **Sunday 4th March 2018**.

Sunday's event will be similar to previous years with a car display and parade taking place. There will be an entrant fee of approx **\$10 per car** (TBA) There will be prizes awarded on the day.

The VWs will once again display in Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

There is a restriction on parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me with any queries.

Gary Tierney, Vehicle Show and Parade Manager
0422 004275



www.thirlmerfestivalofsteam.com.au



2018

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VW Nationals

SYDNEY 2018 AUSTRALIA

Saturday 26 May
Supersprint Sydney
Motorsport Park

Sunday 27 May
Show Day Fairfield
City Showgrounds

clubvw.org.au - Call David Birchall 02 9534 4825

Von dem Herrn Präsident.

Hi all, well we had a pleasant day but a smaller turnout this year at the recent Summer Cruise. I think this was partly because of the nearby threatening bushfires at The Royal National Park, and it was also very hot. The atmosphere was very smoky from the fires. Thanks to all who helped on the day and of course those people who attended. See the event report with photos in this issue.

Some of our members displayed their VWs at CARnival at Parramatta Park on Australia Day. It would be nice to get more VWs next year to outnumber the Morris Minors. You do have to pre-book, so stay tuned for all the info here when it gets closer next time.

Lots of great events coming up so keep an eye out on the club website for upcoming events, The next one is the Gerringong Motor Fest on Saturday 17 February. We will be meeting first at McDonalds at Engadine (on the Princes Hwy) from 7am and leaving in convoy at 7:30am.

Norman our secretary does regular emails out to club members, both for normal calendar events and also when we hear of a great event but we learn of it too late to put in the club magazine. So if you're not on the emailing list drop Norman an email at secretary@clubvw.org.au

The VW Spectacular is on later this year at Valla Beach, my son and I are going for the whole week I cant wait, for more information go to <http://volkswagenspectacular.com/2018-2/>

The VW Nationals will be here again before we know it. Planning is well under way. Help will be needed setting up, packing up and during the day. If you can lend a hand on at the Supersprint or on show day it would be much appreciated. Thanks to the efforts of Dave Birchall we have secured South Circuit at Sydney Motorsport Park. If anybody can help out at the Supersprint please contact Craig Adams on 0404 184893.

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

January is traditionally a no-event month for the Canberra Chapter, with school holidays in full swing and most Canberrans somewhere on the NSW South Coast. Not to mention that January has followed December in experiencing some of the hottest temperatures seen in 30 years. Hopefully everyone had the opportunity to spend time with their family and enjoy the beautiful summer weather.

In my travels over the holiday period, I couldn't help but notice the number of older VWs I saw on the roads. Most notable were the number of restored Kombis doing what they are best at: cruising the coast and being used as campers at many of the caravan parks. It was wonderful seeing them all

out there being used.

There are a number of events / activities happening in February that the club will be conducting or supporting:

*** 11 Feb: Workshop day at Canberra VW Centre,** Tuggeranong. Bring your car for the opportunity to get it up on the hoist and have Michael check it out and explain all the bits and pieces under there. BBQ and drinks also provided by Canberra VW Centre.

*** 17 Feb: Shannon's Cars, Bikes and Coffee** at the Old Bus Depot, Kingston at 1730. Great opportunity to check out some of Canberra's best classic, muscle and rare cars.

*** 25 Feb: AGM cruise.** Cruise out to Lake George Hotel, Bungendore for lunch and the chapter's AGM. All committee positions will be open for nominations and voting. Come along for a nice lunch, great company and your chance to have a say in the chapter's future.

Please keep your eye out for emails from Mandy with the details of the above activities, including meeting points and timings.

If you haven't joined yet, please check out the Club VeeDub Canberra Facebook page. Upcoming events, reminders for the meetings and photos of club members' cars are posted on here.

As stated above, our next Chapter's monthly meeting will be the AGM, held on SUNDAY 25th FEBRUARY at the Lake George Hotel in Bungendore. This will include a cruise out to Bungendore from Canberra and lunch at the pub, followed by the AGM. Please keep an eye on our Facebook page and your inbox for more details. If you would like to nominate for a position on the committee, or wish to include an agenda item, please contact either Mandy or the current generic club email; vwevents@dodo.com.au

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us (vwevents@dodo.com.au).

Cheers for now,

Willie.



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

February.

Friday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 17th:- Gerringong Motorfest 2018 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club for prostate cancer research. Over 160 cars will take part, including Thunderbirds, Pontiacs, Lotus, Mustangs, Brock Commodores, Valiants, Chevs, Leylands and Hot Rods just to name a few. Volkswagens wanted! Special guest Barry Ferguson will be attending with his HDT Repco Round Australia 1979 Commodore. \$5 car show entry, with trophies to be won. Town markets are on the same day. **Join the VW convoy from McDonalds Engadine, from 7am for 7:30am departure. 95 km, 1 hr 10 min to Gerringong.**

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

Friday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 4th: Thirlmere Festival of Steam 2018 at Thirlmere. Sunday's event will be similar to previous years with railway festivities, steam train rides, Trainfest museum, model railways, street festival, market stalls, a car display and street parade taking place. This year there will be an entrant fee of approx \$10 per display car. There will be prizes awarded on the day. A reduction fee will be charged for cars participating on both days. Contact Garry Tierney on 0422 004275 for further info. **The Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads at 7:15am for a 7:30am departure.** We have to arrive by 9:00am.



**Next Club Meeting:
Thursday
15th Feb.
8:00pm
Arena Greyhound Club.**

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 10th:- Tea Gardens Motorfest 2018, at Myall Park Sports Reserve, Yamba St Hawks Nest. Exhibits of veteran, vintage, classic and unique cars. Volkswagens are invited to attend! Displays by surf lifesaving club, fire brigade, ambulance. Market stalls, live entertainment, food and drink stands. \$10 car show entry, with 16 trophies to be won. Cars to be in place by 9:45am for show opening at 10am, trophies awarded at 1pm. See www.teagardensonline.com.au for those coming from Sydney we recommend coming up the evening before and staying in a local motel.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

Friday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 29th:- VW Family Picnic Day 2018, at 'Andemar', 10 South Esk Drive, Seaham NSW (turn off at Raymond Terrace). From 10am. Come one, come all to this charity event to celebrate all things Volkswagen, whether classic air or modern water. Australia's biggest private VW show. Sausage sizzle, stalls, lots of activities and awards for everyone. Who will be this year's hubcap toss champion? Contact Andy on 0407 016903 for more info.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

Friday 4th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 26th:- VW Nationals Supersprint at Sydney Motorsport park, Eastern Creek. We're back at this famous Sydney track, on the south 'Aamaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

Sunday 27th:- VW Nationals 2018 at Fairfield Showgrounds, Sydney. It's Australia's biggest VW show, with 44 peer-judged categories, 2 concours categories (stock and modified) and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

June.

Friday 8th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.



For Sale:- 1968 1500 Beetle, 1500 single port / ball joint disc brake front end, swing axle rear end. Brand new tyres, newly fitted seat belts / child seat. Sale: \$7500. Contact Carly Walton at gowild@live.com.au



For Sale:- Honda CBR250R motorcycle, 2012 model. Almost 12 months rego, only 31,800 km. Never crashed or ridden hard. White/blue/red paintwork. \$3000 ONO. Phone Jeff on 0402 280242.

For Sale:- Weekend rust repairs, specialising in VWs, located in Western Sydney. Saturday and Sunday work to repair your VW. Call or send pictures for a quote to Andrew Clements 0400 382222 or email me at andrew@mirageprojects.com.au

Wanted:- Photos of your VW. My name is Georgia Webb and I am the publishing assistant at Pan Macmillan. We are publishing a book on Australian cars by former Wheels editor and author of Holden: Our Car, Toby Hagon, and we would like images of your VW Beetle, VW Kombi etc for possible inclusion in the book. If you could send me a JPG photo of your VW, with a short description, that would be fantastic. Thank you, Miss Georgia Webb (Pan Macmillan Australia). Phone (Business Hours) 9285 9167 Email georgia.webb@macmillan.com.au

For Sale:- Two (2) Kombi single cab pickups, mid-70s vintage. One white, one green. Stored on property at Greystanes. Both of them run. Both complete including gates. Both have rego. Phone Clive on 0419 430488.

For Sale:- Four (4) VW wheels, early Kombi 15" wide fives. Need good cleanup. Make me an offer. Phone Derek on 0448 522976.



For Sale:- 1989 VW Transporter. It has a reconditioned motor done by Penfolds Newcastle, only done 1000 km since. New front brakes and bearings. Dual LED light bar. Converted to camper style with bed in back plus some storage. Dual battery setup with 1200 watt inverter. Kings awning. LED lighting interior. Rego till mid-July. New battery. Runs really well haven't had any problems since new motor great little camper. Would like to get \$10000 out of it negotiable. Located at 127 Griffith St Mannering Park NSW. Phone Ethan on 0474 146477 or email Lanky2@hotmail.com



For Sale:- 1996 VW Passat VR6. Strong and reliable 2.8-litre VR6 engine, only 162350 km. Always garaged, sensibly driven and well maintained by only 2 mature & very fussy proud owners. 160,000 km major service completed, including - new fuel pump & filter, all new engine mountings & drive belt. New battery. New headlining. Service records with receipts. Lovely to drive, this RARE shiny metallic black beauty, is looking for a caring home with garage. Only \$5950 ono. Contact Tony on 0415 240902 or email tcdragon52@gmail.com

2nd month ads.

For Sale:- I have a brand new (NOS) German MacPherson Strut **Superbug steering box** for sale. If you are interested please contact Mr Bob Freier on 0414 431116 or email bob@oddjobbob.net.au

For Sale:- 2012 model 3dr VW Up!. Black in colour, 5 speed manual, power windows and central locking, air conditioning, tinted windows, VW fitted floor mats, full service history, alloy wheels with almost new tyres, good condition, 12 months NSW registration until December 18th 2018. The car has travelled about 61,600km and runs flawlessly, comes with service book and both original keys. Great first car or run around, very economical, keeps up with highway traffic no problems at all. Asking \$5800 (negotiable). Located in Goulburn. Please call or email with any questions, 0419210618 or kristancox@bigpond.com

Cake Kombis.

These cake Kombi models were a bright idea to help celebrate a special birthday. They were made by a friend that makes cakes for that occasion. All she had was photos to go by for the detailing of these models. They are made from icing sugar.

If you want a cake for that special occasion look onto Iced Magic Cake Creations on Facebook. The link is www.facebook.com/icedmagiccreations/

Wayne Murray



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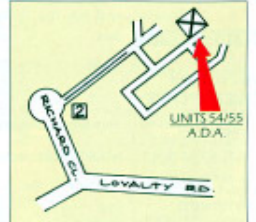
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

vwperformance.com.au

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

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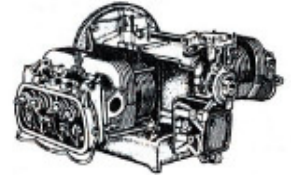


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Tiguan Sportline.

The 2018 Volkswagen Tiguan 162TSI Sportline has landed in Australia, with the new entry-level performance model to kick off from \$45,990 before on-road costs.

Sitting below the 162TSI Highline and 162TSI R-Line in the Tiguan range, the 162TSI Sportline brings Golf GTI performance at a lower price, while still offering a strong equipment list.

Features include 20-inch 'Kapstadt' alloy wheels finished in Grey Metallic, LED headlights with daytime-running lights, 'ArtVelours' cloth/microfibre interior trim, and an 8.0-inch infotainment system with in-built satellite navigation, along with Apple CarPlay and Android Auto compatibility.

The Tiguan Sportline also gets adaptive chassis control, adaptive cruise control with Traffic Jam Assist, blind-spot monitoring with rear cross-traffic alert, and autonomous emergency braking (AEB).

Only two options are available – metallic or pearl paint (\$700) and a panoramic electric glass sunroof (\$2000).

Powering the Sportline is the familiar 162kW 2.0-litre turbo petrol engine borrowed from the Mk7 Golf GTI, with drive sent to the company's 4Motion all-wheel drive system via a seven-speed DSG transmission.

The Tiguan 162TSI Sportline is available to order now.

2018 Volkswagen Tiguan pricing (excluding on-road costs):

110TSI Trendline (6MT, 7DSG) – \$31,990/\$34,490

110TSI Comfortline (7DSG) – \$36,990

132TSI Comfortline 4Motion (7DSG) – \$41,490



110TDI Comfortline 4Motion (7DSG) – \$42,990

132TSI Adventure 4Motion (7DSG) – \$43,990

110TDI Adventure 4Motion (7DSG) – \$45,490

162TSI Sportline 4Motion (7DSG) – \$45,990

162TSI Highline 4Motion (7DSG) – \$48,490

140TDI Highline 4Motion (7DSG) – \$49,990

Touareg Monochrome.

Volkswagen has announced a new special edition Touareg for Australia.

Dubbed the Monochrome, the black-and-white edition brings a raft of styling add-ons and interior equipment compared to the existing Touareg 150TDI on which it's based.

On the outside, you'll be able to tell the Monochrome apart from regular Touaregs thanks to its unique badges, black mirror caps, dark grille and roof rails, along with dark tinting on the tail-lights. The car rides on 19-inch 'Moab' alloy wheels, too.



Inside, the seats are trimmed in black-and-grey leather, with brushed aluminium and piano black inserts on the dashboard. Adaptive cruise control, autonomous emergency braking (AEB), keyless entry, an electric tailgate, and heated steering wheel are all included in the special edition.

There are no options, which means that the \$74,990 (plus ORCs) price is, well, the price everyone will pay.

To make sure owners don't undermine the Monochrome naming theme with a lairy exterior colour – something very few people do on their German SUVs anyway – Volkswagen will only offer the car in Pure White, Canyon Grey and Deep Black.

The special SUV will only be available with the 150TDI powertrain, which usually kicks off at \$68,990 before on-roads in base spec, or \$70,990 in Element guise. The car has 150kW of power and 450Nm of torque, put to the road through an eight-speed automatic transmission.

See the Touareg Monochrome at your Volkswagen dealer now.

2018 Pricing (excluding on-road costs):

Touareg Monochrome 150TDI \$74,990

No new Jetta for Australia.

The next-generation Volkswagen Jetta sedan has been previewed via a sketch ahead of its debut in North America next year.

The sketch was first published after being revealed at a recent press event by Matthias Erb, chief engineering officer of Volkswagen's North American arm.

Under the skin, the Jetta will finally move away from the old Golf 5 floorpan, onto the Volkswagen Group's now ubiquitous MQB component matrix for front- and all-wheel drive vehicles.

In the US, the base model will reportedly feature a 1.4-litre turbocharged four-cylinder engine mated to an eight-speed automatic transmission.

From their drive of a pre-production prototype, Autoblog revealed the new sedan will feature a cost-saving torsion-beam rear axle suspension setup, similar to the simpler components used on the US-made Passat.



This, according to Erb, was done due to VW's use of turbocharged engines, which puts the Jetta at a cost disadvantage to some of its North American competitors.

The Toyota Corolla only uses naturally-aspirated motors, and entry-level variants of the Honda Civic also do without turbocharging. These are the biggest selling small cars in the giant US market.

Although not yet announced, the new Jetta is expected to be unveiled at the 2018 Detroit motor show.

However, don't expect to see the new VW small sedan in Australia. A Volkswagen Australia representative confirmed that the 2018 Jetta is set to be offered in left-hand drive only. The current model Jetta, which has been on sale here since 2011 (and facelifted in 2015) is now in run-out and won't be replaced. Its sales here have only been a fraction of those of the much more popular Golf.

VR6 Arteon in development.

Volkswagen is reportedly developing a new turbocharged V6 engine for its Arteon fastback and Atlas/Teramont crossovers.

Martin Hube, a product line spokesperson for Volkswagen, said the company is working on a new 3.0-litre



turbocharged V6 engine developing around 301 kW of power, and will be the latest iteration of Volkswagen's narrow-angle V6 or 'VR6' engine series.

One of the first recipients of this engine will be the Teramont crossover, which is the Chinese market version of the large VW Atlas SUV sold in the USA.

Currently the Teramont range is capped off by a 220 kW/500 Nm 2.5-litre turbo V6, while the American Atlas line is topped off by a 206 kW 3.6-litre naturally-aspirated V6 engine.

Volkswagen has already created an Arteon prototype fitted with the 3.0-litre turbo V6 engine, and a Haldex all-wheel drive system.

Hube says the turbo VR6 Arteon can be provoked into a bit of oversteer, and should have enough guts to "beat all the Porsche Panameras out of your way".

If this Arteon turbo V6 model does make its way into showrooms, it will provide buyers with a considerable step up from today's range-topping engine: a 206 kW/350 Nm 2.0-litre turbocharged four-cylinder shared with the Golf R.

Golf GTI TCR.

After a championship-winning season, the Golf GTI TCR has finally been given its '7.5' makeover, bringing the entry-level racer into line with the rest of the VW Golf range.

Although it's an altogether more serious proposition than the regular GTI, the TCR is directly linked to its road-going brethren in a few key ways. The two cars actually share the same base engine, for example, although the racer makes 261 kW instead of the 180 kW offered in the GTI Performance, the most powerful normal road GTI version.



Coupled with a six-speed sequential gearbox and sticky rubber, the extra power helps the TCR sprint to 100 km/h in 5.2 seconds, on the way to a top speed of around 260 km/h.

As you'd imagine, the body-shell of the TCR has been strengthened to meet FIA standards, and there's a proper roll-cage inside as well. But beyond the engine and safety improvements, the first thing you notice about the racing Golf is the massive aerodynamics package.

Where the standard GTI is understated and plain, the racer is full of pumped-up aggression, like the skinny kid from school who developed a taste for protein shakes at university. The front fenders have been flared to house a 15 cm-wider track, and the deep splitter on the nose helps squish the car into the road at high speed.

Add the aluminium rear wing to the mix, and you're left with a seriously purposeful package, albeit one that is (obviously) not road legal.

The VW GTI TCR competes in the TCR International Series, which sees racers with a direct link to production vehicles rubbing paint around circuits in Europe, China and Bahrain. Along with the hotter GTI, there are race-ready Audi RS3s and Honda Civic Type Rs on the grid. The Euro-only Seat Leon and Kia Cee'd also feature, while the Alfa Romeo Giulietta and Opel (Holden) Astra round out the grid.

The TCR Series began in Europe in 2014 as a cost-effective spin-off of the WTCC, targeted at C-segment hatchbacks production-based touring cars.

On 6 December 2017, FIA's World Motorsport Council announced that the series will merge with the World Touring Car Championship and European Touring Car Cup starting in 2018. CAMS has announced plans to run a TCR Australia series in Australia in 2019.

Polo GTI R5.

Volkswagen has followed the Golf GTI TCR launch with another – arguably even more exciting – motorsport reveal, in the form of the rally-ready Polo GTI R5.

The R5 continues the line of Polo-based rally cars from Volkswagen, a line which has seen some serious success in recent seasons. Previous VW Polo WRC models won the World Rally Championship in 2013-14-15-16, after which VW retired from the top level. Although there again won't be a factory-backed Volkswagen team competing in the top-level WRC this year, the new Polo ensures VW a presence in the burgeoning FIA R5 class.

Like its production counterpart, the R5 is powered by a turbocharged four-cylinder engine. Where the road car produces 147 kW and 320 Nm from its 2.0-litre engine, the racer makes 200 kW and 400 Nm from just 1.6-litres. It's put to all four wheels through a five-speed sequential gearbox, with close-stacked ratios for lightning-fast acceleration on essentially any surface.

The 0-100 km/h sprint is dispatched in just 4.1 seconds, with an undisclosed top speed (gearing is tailored for each event). Given these cars are likely to be roaring through close-packed hairpins and sliding along slippery special stages, outright top speed is largely irrelevant anyway.

With a steel chassis, strengthened by an FIA roll-cage, the four-door Polo weighs just 1320 kg in full race trim.

Even though it won't be competing in top-flight WRC



competition, Volkswagen has used its best motorsport people to develop the car. Technical director Francois-Xavier Demaison was responsible for Sebastien Ogier's championship-winning car between 2013 and 2016. Jan de Jongh, project manager, was also involved in developing Ogier's car.

"The Polo GTI R5 came through the initial tests without any problems. The feedback from the test drivers was very positive," says Demaison.

"It is obviously beneficial to be able to call upon an experienced team of engineers and mechanics, who helped to develop the Polo that won the world championship."

When it passes FIA homologation – likely to happen mid-2018 – the car will be handed over to customers. VW is planning to have it smashing along rally stages in northern-hemisphere autumn this year.

VW MOIA concept.

The Volkswagen MOIA concept has been unveiled, a year after the MOIA ride-sharing division was established by the Volkswagen Group.

MOIA is the newest company in the Volkswagen Group, set up in December 2016 for the purpose of redefining mobility for people living in urban areas. Based in Berlin, Hamburg and Helsinki, the new independent VW division aims to become one of the world's leading mobility service providers by 2025. Its focus is on the in-house development of IT-based on-demand offerings such as ridehailing and ridepooling services. For this MOIA is also specifically investing in digital startups and collaborating with cities and established transport providers.

'MOIA' is a Sanskrit (Indian Hindu) word meaning 'magic,' according to VW.

The new MOIA concept vehicle is based on the VW



Crafter van and has a driving range of over 300km, and can be topped up to 80 per cent within 30 minutes, provided you have the requisite fast-charging hardware.

The van has electric sliding side doors and seating for up to six passengers. Each passenger is treated to USB ports, dimmable reading lights, and a Wi-Fi hot spot. Instead of a passenger seat, the MOIA van features a gated off area to hold extra pieces of luggage.

Developed in just 10 months by MOIA, Volkswagen, and its commercial vehicle arm, the MOIA concept van will morph into a production model, to be unveiled in Hamburg towards the end of 2018.

MOIA is currently testing out its hardware and software in a fleet of 20 T6 Volkswagen Transporters.

MOIA has been tasked with “reducing the number of cars in major cities by one million in Europe and the USA by 2025.”

As with Uber, Lyft and other ride-hailing apps, MOIA will have a smartphone app allowing customers get a ride from one location to another.

Like UberPool and Lyft Line services, the MOIA app will group together passengers with similar destinations to lower costs and increase vehicle utilisation.

Speaking at the 2017 TechCrunch conference in Berlin, Ole Harms, MOIA CEO, said: “In a short time, we’ve laid the groundwork to add a new mobility component to the urban mix. In 2018, we’ll be ready to launch our ride pooling concept internationally.”

No word yet on whether Volkswagen Australia will launch MOIA in Australia.

Record VW production.

Volkswagen has set an all-time record, building over 6.2 million VW-badged cars during 2017.

With more than 50 plants spread across 14 countries and in every continent except Australia and Antarctica, the Volkswagen brand boasts a model range with more than 60 cars worldwide. This doesn’t count VW’s other divisions – VW Commercial, Audi, Bentley, Bugatti, Lamborghini, Porsche, SEAT, Skoda, MAN, Scania and Ducati, which together add another 4 million.

More than 150 million cars wearing the VW badge have rolled off the production line since the original Beetle was released in the years after the war.

The Jetta, Golf, Santana (China-only), Passat and Polo led the way, while booming demand for the Tiguan and T-Roc SUVs is also helping.

“More than six million vehicles produced in 12 months – there is one thing that this shows above all: our plants and employees are continually improving their production competence,” said Thomas Ulbrich, member of the Volkswagen board of management.

“We have top teams in production which successfully master growing demand from customers.”

The production results demonstrate the incredible breadth of brands under the Volkswagen Group umbrella. Earlier this month, Bugatti celebrated reaching its production goals, delivering 70 cars during 2017.

In 2016 Volkswagen Group became the world’s biggest car maker selling over 10.3 million vehicles, displacing



Japan’s Toyota Corporation. In 2017, with 10.52 million, Volkswagen has again beaten Toyota, which sold 10.21 million across its own group.

Every marque in the Volkswagen stable recorded a year-on-year increase. The VW brand sold 6,230,200 vehicles in 2017, up 4.2 per cent, while Audi posted the smallest increase (0.6 per cent) to 1,878,100.

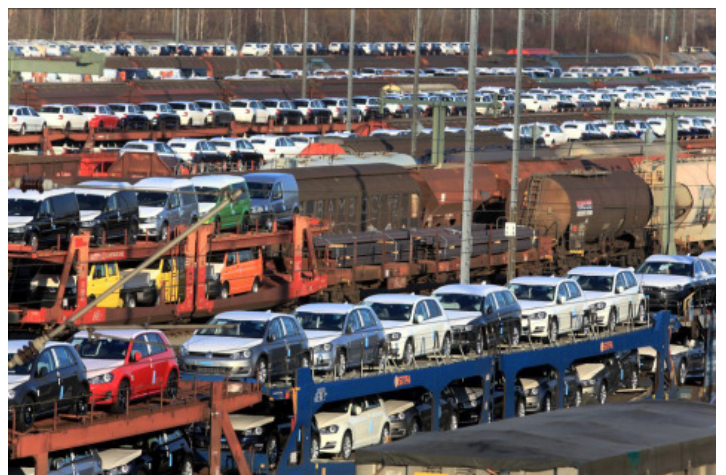
Value marques Skoda (1,200,500) and Seat (468,400) grew by 6.6 and 14.6 per cent respectively. At the other end of the spectrum, Porsche’s 246,400 sales were a 3.6 per cent improvement on 2016 numbers.

Volkswagen’s commercial vehicle arm notched up 497,900 sales (up 4.2 per cent), while MAN and Scania saw volumes increase 11.6 per cent to 114,100 and 90,800 respectively.

The group’s single largest market was China (4,184,200) by a huge margin, which saw an improvement of 5.1 per cent – pushing sales perilously close to sales for the entire European continent (4,328,500).

The company saw German sales slip 0.4 per cent to 1,286,500. The biggest percentage increase came in South America, where a prolonged economic slump has eased and sales grew 23.7 per cent to 521,600. Conditions have also seemingly improved in Russia, where sales were up 14.8 per cent to 191,700.

Australian VW sales were up 2.5% to 58,004, thanks mostly to the success of the Amarok and new Tiguan, although the Golf is still the most popular model. This is only



slightly behind the all-time record of 60,225 VWs sold in 2015.

Within the framework of Volkswagen's TRANSFORM 2025+ strategy for the future, VW is stepping up its model offensive. Over the next few years, the entire product range is set to be renewed and expanded in core segments such as SUVs and e-mobility.

In this first phase VW's presence in the SUV segment is to be boosted. By 2020, VW will offer 19 SUV models throughout the world and will increase the share of SUVs in the overall model range to 40 per cent.

In the second phase, from 2020 onwards, VW will build up a comprehensive family of full-electric vehicles on the basis of an entirely new electric architecture. The I.D. All-electric platform will be the automobile future of Volkswagen.

The family will include the I.D., I.D. Crozz and I.D. Buzz. These three models are part of the initial formation which Volkswagen will be introducing at rapid intervals from 2020 onwards to launch its worldwide electric offensive.

By 2025, Volkswagen aims to have one million electric vehicles on the road globally.

Electric New Beetle?

The Beetle could be revived as a rear-wheel drive electric vehicle (EV) as part of Volkswagen's upcoming I.D. family, according to a new report out of the UK.

Speaking with Autocar, Volkswagen's Herbert Diess said the company needs to decide on "emotional concepts" for its upcoming electric cars – a term he defines as covering iconic models like the Microbus and Beetle, along with the Kübelwagen and Buggy.



"If we wanted to do a Beetle, electrically it would be much better than today's model, much closer to history, because it could be rear-wheel drive," he said.

While Diess was careful not to confirm whether a decision has been made on a Beetle successor, his comments point to an EV as the most likely route.

Should it be put into production, the Beetle would be the second Volkswagen 'emotional concept' to be revived as an all-electric I.D. model, with the market version of the I.D. Buzz concept to revive the split-window Microbus in 2022.

It's possible that a proposed model called 'I.D. AEROe' referenced in a VW future product brochure, could be used to revive the 'Beetle' name. However that

model is a sporty rear-wheel drive coupe-styled hatchback, so it is more likely to be a successor to the now-defunct Scirocco. Like the most recent Beetle, the Scirocco also shared its architecture with the previous-generation Golf.

According to Autocar, Diess said Volkswagen's MEB electric platform is already pencilled in as the basis of 15 EVs in the coming years, five of which will be sold with Volkswagen badges. The remaining 10 will likely be Audi, Seat and Skoda models.

The current-generation Beetle is no longer on sale in Australia due to slow sales, though it continues to be offered in overseas markets like North America, in both hatchback and cabriolet forms.

Golf full of nuts.

Stunned UK holidaymaker Andrew Wilkins, 25, says a squirrel stashed its hoard of hundreds of acorns throughout his Volkswagen Golf while he was away on holidays.

His Golf was turned into a winter supply store by the squirrel who hid the acorns in the gearbox, the glove compartment and inside the bonnet.

Andrew and his girlfriend, Jen, 26, flew out of the UK on 20 November to travel around Vietnam, Thailand and India for five weeks. While they were away, Andrew left his car at Jen's father's home near Crawley in Surrey.

When they arrived back on 23 December, he was dismayed to find the gearstick of his car, which he paid £10,000 for in 2014, was stiff and changing gear was difficult.

On 29 December, he took the car to the PTA garage in Oxted, Surrey. While tidying the car before handing it over to a mechanic, he opened his glove compartment and made the discovery.

He said: "I opened the glove box and it was brim full of acorns. I hadn't opened it since I had been back but I went to put a pair of sunglasses in there and when I opened it, eight acorns fell out. You can imagine my surprise.

"I told one of the mechanics to take a look and he said: 'What the ****?' Within 30 seconds, all ten of the garage's mechanics were gathered around the car having a laugh."

Half an hour later, Andrew received a call telling him the true extent of the damage the mischievous squirrel wreaked on his car.

He said: "I got a call an hour later saying the car was stuffed full of acorns.

"The reason I couldn't change gear properly was because they were absolutely everywhere. They were behind the trim - under the bonnet and inside the gearbox assembly.

"Underneath the bonnet there's sound proofing and that had been torn apart. There were probably 100 acorns. It was literally full to the brim."

Mechanics made another discovery and found a dead rat inside the car's bonnet.

Removing the acorns and the rodent took two hours of work and Andrew was charged £168 by the garage.

His invoice explained the fee: "To remove acorns from gearbox linkage housing and dead rat from sound proofing."

Andrew said he is just happy to have his VW Golf back and running again.





latecomers, and the last VW left Uncle Leos by 10:10am.

We had a short stop for photos at the park at Appin, but we were ready to start up again by the time the last VWs were coming in. We then drove to the coast and down Bulli Pass. The road through Thirroul and Coalcliff was busy as usual but we arrived in good time.

As it turned out the Stanwell Park parking area was very crowded but we managed to fit everybody in. Craig and Martha had set up the tent and BBQ and the sausages were soon sizzling.

Thank you to everyone who helped out on the day, and to everyone who came along on a hot and smoky summer day.

Steve Carter



Australia Day CARnivale.

On Friday 26 January I went to the Australia Day CARnivale at Parramatta Park.

You had to pre-book online to attend, with all the details in last October's club magazine. The close-off was 17 November. At the last meeting it looked like around four or five VWs would be there.

The VWs had to meet at the former bowling club at 163 George St in Parramatta, at the really early time of 6:15am. The organisers had set up a free BBQ breakfast and coffee stand for entrants. Then at 7:15am it was time to follow the convoy leader to Parramatta Park.

Our early start was to get the really good parking position along the outer fence. The VWs parked together, Phil's Kombi, Kevin's 1300 Beetle, Carl's '58 Beetle and my Superbug. John's Ghia was a couple of cars away.

Ken was a latecomer with his Type 3 but he still managed to park in the same row. There were a couple more VWs in the park too, with other clubs, a Type 3 wagon and a Herbie replica.

It was a huge turnout and a very busy day. We had people crowding around our VWs all day, asking questions, telling stories, wanting photos and selfies. We gave away nearly 50 club brochures.

It was a very enjoyable day and I hope more VWs come along next year.

Jeff Swords





– it's how you use it.

Dubious metaphors aside (or not), the flexibility and performance the engine offers is phenomenal, and so is the refinement. If you want it to, it'll spank your backside, with the sport mode offering a particularly menacing character and soundtrack, while in the softer settings, it does everything in its power to be inoffensive, but still brisk, with its response.

The front-wheel-driven formula doesn't fail the Golf – it has tenacious grip and tremendous power delivery, with the extended electronic differential lock helping tug the front end around corners and working to

dismiss understeer brilliantly. Find a set of corners and this car will make you smile from ear to ear.

Those drive mode selections are critical if you're doing just that, because the steering in sport mode is hefty without offering the best feel to the driver's hands, but with normal mode selected there's a bit more involvement due to the fact the action is a little lighter.

Golf GTI manual.

If there's one point of discussion that comes up often when water-cooled VW fans gather, it's whether you'd choose the manual or the DSG when choosing a Volkswagen Golf GTI.

The answer is simple for some of us – the manual Golf GTI is the purist's choice, the only option, if you will. For others, those who prefer their left leg to rest lazily on the dead pedal while their left hand does nothing but twiddle with the volume knob on your Volkswagen's media screen, there's the DSG.

But it's a big decision. Do you want to commit to having to depress the clutch pedal, potentially hundreds of times per day, thousands of times per month, as you battle traffic? Or would you prefer the razor-sharp shifts of the dual-clutch automatic transmission, albeit with some low-speed hesitation?

Having made the decision, at \$41,490 plus on-road costs, this five-door, six-speed manual Golf GTI hatchback is undoubtedly the best thing you can buy for this sort of money if you're the type of person who loves to drive, but also appreciates a degree of sophistication.

I mention sophistication because I don't think there's another hot hatch out there that can do its thing quite like the Volkswagen Golf GTI. It can be tearing at the leg of your pants like a feisty Jack Russell one second, or like a lap dog, or one of those really well-behaved show dogs you know has the potential to turn into a rascal at any instant. And that all comes down to the press of a button.

The drive mode selector offers normal, comfort, sport, individual and eco modes – forget that last one, you'll never use it. But you will use the others, with adjustments to the steering, engine, engine sound (the fakery piped into the cabin), suspension dampers, dynamic cornering lights, and – oddly – the air conditioning.

My personal preference in the individual mode shown in the Gallery. But what is most surprising is just how comfortable comfort mode is, and how sporty sport mode is.

Under the bonnet is a 2.0-litre four-cylinder turbocharged engine with 169 kW of power (from 4700-6200rpm) and 350 Nm of torque (from 1500-4600rpm). Those figures are now considered to be modest for hot hatches, but, as most of us know, it's not all about how big it is





The six-speed manual isn't the last word in slinkiness, but it is terrifically easy to operate. The clutch and shifter both have quite a long throw, but in day-to-day running the lightness of both helps out.

What is most impressive – my jaw genuinely dropped, in fact – was the adaptive damper system, which in comfort mode is supremely compliant and controlled over pockmarks, though sharp edges can still cause it to rebound a little abruptly. Sport mode stiffens the chassis up, but not to a bone-rattling level.

On the inside, the 'Clark' tartan-trimmed seats are glorious, no matter what any of the naysayers might have you believe. There are some people who suggest a manual with leather seats could be the ideal GTI, better even than a tartan-clad DSG model. I beg to differ, because I love the trim – that could be my Scottish heritage...?

There is a luxury package that makes a lot of sense, though. It includes Vienna leather trimmed seats, heated front seats (driver's with electric adjustment, electric lumbar adjust and memory settings – including for the side mirrors), and a panoramic sunroof. That pack costs \$3900.

As I said, the leather and those other things don't really appeal to me, so I wouldn't bother with that. But the driver assist pack (\$1800) is too hard to look past. It adds adaptive cruise control, blind-spot monitoring with rear cross-traffic and lane departure warning, LED headlights with auto high beams, and semi-automated parking assist.

Our tester had neither such pack. It was, as they say, bog stock. But that doesn't mean it's a 'stripper'.

And that standard spec isn't bad at all. The sculpted, manually adjustable seats offer excellent support, and the backseat space is among the best in the class for leg- and headroom. There are air vents back there, and dual ISOFIX child-seat anchor points plus three top-tether points.

As we've come to know, the Golf puts practicality at the forefront, with great door storage on offer, a couple of cupholders between the front seats, a small covered armrest, and another storage bin in front of the shifter, which is where the USB port and auxiliary jack hide. Yep, only one USB – that's a bit behind the times.

The 20-cm media screen isn't, though, with Apple CarPlay and Android Auto connectivity, Bluetooth phone and audio streaming, satellite navigation and performance gauges for when you're giving it a lash. The eight-speaker sound system pumps pretty hard, too.



Volkswagen offers a capped-price service setup for the Golf, which spans five years/75,000km, and has maintenance requirements every 12 months/15,000km. The average cost per visit over that time is \$504. And it comes with a three-year/unlimited kilometre warranty, and the same cover for roadside assistance.

There is no denying that the Volkswagen Golf GTI is a terrific hot hatch, and for this writer, the manual is definitely, 100 per cent the model I'd choose. Not only would I avoid lazy left leg syndrome, but I'd be getting the most well-rounded, wallet-friendly walloper of a hatchback there is at this price point.

Matt Campbell

Specifications:

Engine: 1984 cc four-cylinder petrol with turbocharger
Bore and Stroke: 82.5x 92.8 mm
Compression Ratio: 9.6 : 1
Output: 169 kW @ 4700 rpm, 350 Nm @ 1500 rpm
Transmission: 6-speed manual, front-wheel drive
Wheels: 7.5 x 18", 225/40 R18 tyres
Performance: 0-100 km/h in 6.4 sec
Fuel Consumption: 6.7 L/100 km, 50-litre tank
Dimensions: 4349 mm (L), 1799 mm (W), 1491 mm (H)
Weight: 1324 kg
Turning Circle: 10.9 m
Warranty: 36 months / unlimited km
Service Interval: 12 months / 15,000 km
Price: From \$41,490



Larry's AC Bug.

Here in Malaysia there aren't that many classic vehicles around. Cars generally get driven to death, then, when parts become difficult to find and the value of the car dips below the cost of repairs, the vehicle is retired.

This is not the fate which befell Larry's 1969 Beetle. He inherited it from his father, it has always been driven and continues to be. A different son may have sold it on, but not Larry, who has fallen for the appeal of the air-cooled VW which we Zeitschrift readers recognise all too well.

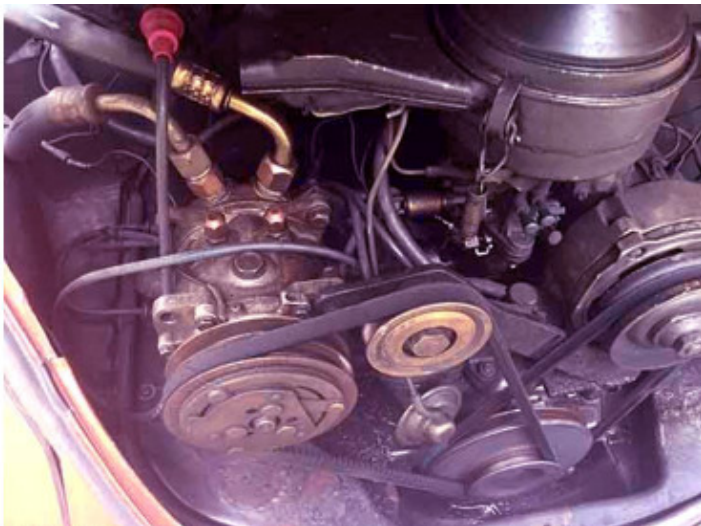
Spare parts, mechanics' knowledge and real know-how are all hard to come by when you're talking about a European import from the 1960s in the wrong part of the world. Compromises are made and the need to "just make it work" often overrides the perfectionist urge. I've been in a few older cars here where the compromises are obvious: dodgy rust repairs, parts from other cars ... but the air conditioning always works. It has to, it's the tropics, the role of motorised transport seems to be to freeze you so completely that you don't mind stepping out into the heat again. In this country, all thermostats are set to "hard blue". My advice to travelers on Malaysian intercity coaches: bring winter gear.

If you're driving anything later than a late-80s car in Malaysia, it's likely to have factory fitted air conditioning and logically enough, no heater. You know the saying, attributed to GM boss, Charles Kettering, "parts left out cost nothing and cause no service problems". That applies here.

What if you have an older car, want to drive it often and it was delivered without AC? Even worse: what if the factory never had an AC option? This is the situation which confronted Larry.

When dealing with a system like air conditioning, there are certain constraints and technical principles which must be adhered to strictly: you must have an engine-driven compressor, an external condenser which sees good air flow, an internal, fan-boosted evaporator and fittings such as receiver/drier and TX valve. Then there are the niceties of the design process where some leeway is afforded, such as making it look unobtrusive, attractive and easy to use while still allowing access to other parts of the car. All in all, it's a tall order.

Larry has embarked on this project with the help of a number of local mechanics and air-conditioning specialists,



The engine bay of Larry's Beetle, showing a nicely engineered compressor bracket with accessible idler pulley. It helps that you can dispense with the heater paraphernalia. Someone had generously provided an alternator.



The receiver/drier is under the front LHS mudguard. That makes the sight glass a bit hard to see.

so there is no one project manager. No parts were imported; everything was sourced in Malaysia. The engineering problem of installing AC in Beetles was long ago solved in the U.S., but Larry wasn't even aware of this fact, and importing parts would have been out of the question anyway.

It has been an ongoing process: the original compressor bracket wasn't solid in all three planes and had to be redesigned. Water leaks in through the evaporator pipes when there's a rain storm. This is a situation which VW enthusiasts the world over are familiar with. Living with a VW is an ongoing project and there's always room for improvement. Your girlfriend just has to get used to wet feet.

For me, the most surprising feature of the conversion is the under-dash unit. It resembles the U.S. units but was sourced from the city of Ipoh in Malaysia. It's a ureglass



Neat under-dash unit.

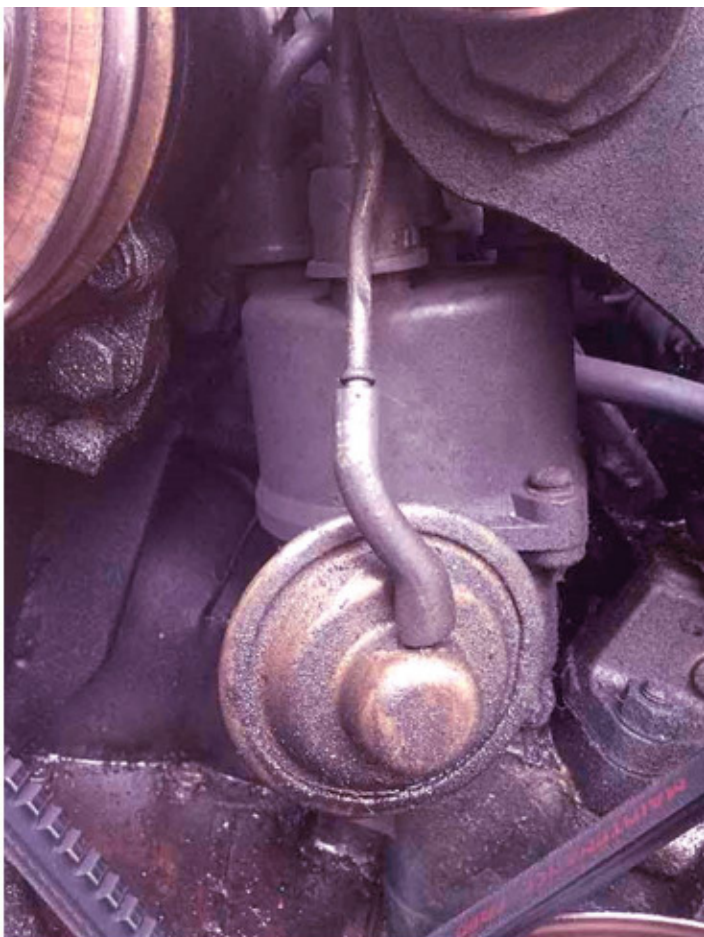
piece with what appears to be a heat-shrunk vinyl surface. Very nicely done.

The air condition does work effectively, but Larry tells me it's not as cold as it should be. I think that's because of a compromise in the placement of the condenser. I had to hunt around before I could even find it, and it's in an unexpected location: under the floorpan on the rear passenger's side. There's not much through flow of air and no fan assistance. I think it should be located in the spare-tyre area.

That would require a substantial re-engineering effort to achieve. Firstly: how do you get the air in? There was a factory slotted apron sold on US-delivered Superbugs in the mid 1970s, but nothing factory for standard Beetles. Coincidentally, I have myself solved this problem on a Type 3 project, by sourcing the front ventilation inlet panel from a T2 Kombi, cutting it up and welding it flush into the front apron. It looked "factory" after that. The next thing you would need to do is make a bit of room for the heat exchanger and fan. I think a space-saver front wheel would help here. Then you would need to give the heated air somewhere to exit, which would need cutting a hole behind the windscreen washer bottle and maybe venting it with hoses.

Additional note: I'm seriously mystified by the distributor on this engine. It's very un-Bosch, but I couldn't get past the cap, because it needs a long screwdriver and the AC bracket is a bit too prominent. Has anyone seen one of these? I asked Larry what sort of points he needs to buy, but he leaves the question to his mechanic.

Rod Young



Here's that mysterious distributor. I'd love to know what it is.

Things to know.

VW Club of NSW 'Club News', September 1965

As all VW owners, with mileage enough to show their credentials know, the valves are the most important, and sensitive, parts of the VW anatomy. So it is of vital importance to the novice VW owner to be able to diagnose the very first symptoms of valve trouble.

First, I would stress the importance of keeping accurate records of your fuel consumption, tank-full by tank-full. I said FULL! Don't expect to get accurate records by adding 5/- worth at one station, three gallons at another, and "fill her up" at a third, and then trying to remember how far you have travelled. Always try to "fill her up" at the same station, car empty, same position in relation to the pump, and always 'burp' the tank by lifting the mudguard a bit to release trapped air. Fill to the very same point in the neck of the tank, even if it means getting several short squirts from the hose. I have yet to find the attendant who was not willing to cooperate in this respect. If it is necessary to add petrol before you can get back to your 'check' station, just record the number of gallons purchased and add them to the amount purchased at your 'check' station. Then by dividing the total number of gallons purchased into the total number of miles travelled since the last 'top up' will give you an accurate record of your miles-per-gallon. If you keep such a record faithfully, any significant variation from the average will immediately alert you to trouble ahead. I strongly recommend that you use this system. It can pay big dividends.

Second, on a cold morning listen to your starter motor. If your valves are O.K. the sound should be pretty steady. If you have a bad valve the starter will probably complain in an unsteady voice about the uneven load from the engine. Admittedly, this test is not much good in the summer.

Third, as final evidence, you will note that your acceleration has fallen way off and your hill climbing requires much earlier downshifting. Also, the tendency to 'lug' occurs at a higher speed in any gear. You had better have a compression test done without delay. You will probably find the compression much lower on one of the cylinders. Get that valve job done at once, before something worse adds to it. And it will, unless you act promptly!

We old-timers in the Volkswagen Club owe you newcomers in our ranks this much at least, because it is going to be up to you to carry on when we have to retire. The more you learn to know about our wonderful little car, the more you will become devoted to it. In the words of an unknown writer in *Autoist* a few years back: "Over the years many men have loved their automobiles, but here is a car that loves right back." Give your VW the 'Tender Loving Care' it so richly deserves, and it will reward you with outstanding service and performance. Neglect it and abuse it, and brother is it ever going to COST you (Eventually.)

My advice to you new members is to buy a good VW workshop manual and READ IT, study your new car, and learn all you can about its innards. Thereby you will appreciate it even more. And in addition you will be harder to fool when some mechanic tries to sell you an engine overhaul when, perhaps, all you need it a good tune-up.



used a lot of fuel, motorbikes couldn't carry much in the way of a load and dog sled teams needed specially trained staff.

Luckily for McMahon, at that very time Volkswagen was embarking on a world-wide advertising campaign with the aim of promoting the winter virtues of the curvaceous family car. McMahon's enquiries came at exactly the right time. The VW marketing division in Australia were really pleased and McMahon was even allowed to pick out a car from the Melbourne production line. The Beetle - painted red to stand out in the ice - received special winter equipment which was unusual for the warm Australian climate: insulated exhaust pipes, special crankshaft bearings for the engine, a second battery, underbody protection coating, a tow bar and special cold-weather lubricants. VW threw in a crate of spare parts and sent their own photographer, whose job it was to use the time during the unloading of the ship to photograph the Beetle in its new work surroundings. The photos came back with the Nella Dan and were used for a worldwide Volkswagen ad campaign.

Polar Käfer.

Making new tracks: in 1962 the Australian polar explorer Ray McMahon took a VW Beetle to Antarctica. 'Antarctica 1' served as a pack mule and fun vehicle and became a favourite of the researchers.

From the German customer magazine 'Uptrend', April 2017

Author: Andrea Neumeyer

Translated from German by Rod Young

A tense wait for a newcomer: when the supply ship Nella Dan arrived at Mawson Station, the Australian Antarctic base, after a 6100-kilometre ocean voyage, it was carrying not only scientists, supplies, petrol, reading material and medicines, but also a new means of conveyance for the polar researchers: a ruby-red Volkswagen Beetle. That's why much attention was paid to the first passenger vehicle on the eternal ice, named 'Antarctica 1.' The captain of the Nella Dan made a bet that the Beetle wouldn't even be able to get up the steep incline behind the research station. But the 'Red Terror,' as the scientists christened the Beetle, managed the challenge with no problem. A 35-kilometre test drive to the Rumdoodle airstrip was managed by the newcomer in 65 minutes - a record!

A Crate of Spare Parts and Photo Material

The idea of taking a VW Beetle along came to Ray McMahon during preparations for his Antarctic expedition. The highly qualified draughtsman had thought about whether there might be new ways of getting around the research station. Tracked vehicles and tractors which had previously been used were slow and

Meanwhile, the researchers became good friends with their new means of transport: Antarctica 1 didn't take over the work of tracked vehicles, but closed the gap between walking and tractors: it was faster and less expensive to operate than a tractor, had more load space than a dog sled and proved to be absolutely reliable. Even at temperatures of minus 38 degrees, the air-cooled engine started with no problems. But the Beetle also had weaknesses: on the concrete-hard ice crevices a part of the front suspension broke repeatedly and needed to be welded.

Antarctica 1 clocked up a total of 2100 kilometres on the ice, drove to Rumdoodle air strip to pick up passengers and took glaciologists three to five kilometres onto a frozen lake to measure the thickness of the ice. But it was also well received as a recreational vehicle: trips purely for pleasure were made and skiers were towed over the ice. After one year the Beetle was eventually replaced - a new group of researchers brought the orange-coloured Antarctica 2 with them.

VW Beetles were in use at Mawson Station until 1970. And what of Antarctica 1? It had become famous, thanks to



the VW ad campaign. Back in Australia it was restored and started in the BP rally near Melbourne and won a 3500-kilometre stage against 42 competing vehicles.

After that it was on a promotional tour for a few years.

But eventually all trace of the polar Beetle was lost. Years later Ray McMahon attempted to hunt down Antarctica 1, but it remained MIA. McMahon believed that it had met an inglorious end: during the building of a car dealership in Melbourne, as witnesses reported, a few old Beetles were flattened by bulldozers and buried under the foundations. Apparently Antarctica 1 had found its final resting place under the showroom of the car dealership.

VW Beetle - the Icon

In 1945 the first Volkswagen Type 1 vehicles left the production line. Ten years later Volkswagen celebrated the production of the millionth vehicle. The name 'Beetle' was, however, only prevailed after 1961. In 1972 the Beetle passed the production total of the Ford Model T and became the most-produced vehicle in the world. It was made in Australia from 1954 to 1976.

With its robust technology, the air-cooled engine, rear-wheel drive and its unmistakable sound, it remained a cult figure, even after more refined vehicles had come onto the market. With over 21.5 million vehicles, the Beetle was the most-produced car in the world until it was overtaken by the VW Golf in 2002. The last example left the production line in Mexico in 2003: Beetle number 21,529,464.

Information from our website www.clubvw.org.au, used with permission.

Further clues on Antarctica 1?

As we've described before, and documented on our website, no one knows what happened to Antarctica 1 after it won the 1964 BP Rally. We do know it was on display for a year or two at some VW dealerships and BP petrol stations in Melbourne and country Victoria. The last place it was definitely seen was at the BP petrol station in North Seymour, which was across the road from the Golden Fleece service station and VW agency, Progressive Motors.

Searches for the car after this have always come up



empty. That BP petrol station was demolished and is now a new Mitsubishi dealer, with the highway now much widened. Likewise the VW dealership is long gone, replaced by a new Nissan/Subaru dealership. No one who works there now recalls any VW on display in the mid-1960s.

In the early 2000s the late VW enthusiast and historian Bill Moore ('Country Buggy Bill') made a serious detective effort to locate Antarctica 1. He approached the Victorian roads and traffic authorities, the Victorian police and spoke to as many 'old timers' in Melbourne and country Victoria as he could – but with no luck. All leads had long gone cold. However he and Stephen Muller did locate another Beetle that had been made the same month as the original – December 1962 – and they created the very good replica car that was later taken to Germany for the VW Museum.

The Antarctica 1 story on our webpage at www.clubvw.org.au/antarctic-vws attracts viewers from all over the world. Sometimes it does produce some interesting feedback, such as these messages:

19/3/2017

I owned the 1962½ ANTARCTICA ONE VW from 1965 til 1971. It had the 'Antarctica 1' number plates, the door decals and was registered in Victoria. Wonderful little car and never let me down. Always serviced by the VW specialist Geordie Stewart in Clayton (famous for his racing VWs). In 1971 had to trade it in on a larger car coz it couldn't fit my new baby's carriage in the rear. I have no idea what happened to it after 1971.

Guy Flavell

24/12/2017

VW Antarctica 1

Just read article on Vw Antartica 1. Summer of 1967 or 1968 my family rented a holiday house at Mt Martha. Coming home from a snorkelling trip one afternoon, famous car was parked on the nature strip with a crowd of people looking at it. It had been driven there by my cousin, Mike Dwyer from Benalla. Mikes old man owned a VW dealership in Benalla at the time. Mike had done a Cadetship with Vw at the time, and incidentally set a world record for the greatest number of people in a



beetle while it was driven round a figure 8 course. No idea what happened to the car after that, and I no longer have contact with most of my family so I can't help much. Last time I saw Mike was at a funeral in 2005, he was living on acreage at Benalla at the time, and flew his own plane down for the day. I know he spent several years in the states working for VW in the early 1970's, don't know if any of this fills any gaps or not. I have had a long love affair with VW's over the years but haven't owned one for a while. Crewed for Earl Krygger in his later BMW powered drag racing years and at one stage we looked at resurrecting the old yo-yo beetle. Would love to know if the Antarctic car could be traced. An important part of history, especially now car manufacturing is dead in Australia. Most people don't realise what a great industry we had. Korean cars just don't cut it for me.

Good luck
Tim Dwyer
Sent from my iPad=

Both of these writers received kind and enthusiastic replies and requests for more information and photos.

Obviously both stories can't be right, as they are mutually exclusive. In other words, Mr Dwyer says it was owned by his uncle's VW dealership at same the time that Mr Flavell says he owned it.

I was really excited by Mr Flavell's story, as it's a major revelation. He later replied that in spite of looking through many boxes, he could not find any photos of the car. He added that he traded it in at a motor dealership in Mentone, Melbourne. It's long gone and a new Bunnings is now on the former site. There used to be a VW dealership just up the road, Smiths of Mentone, which ran from 1964 to 1985.

I didn't know what to make of his information about Geordie Stewart – the famous VW racer was George Stewart, not Geordie, and he was based at BP Midvale, which is a suburb of Ballarat, not in Clayton (south-east Melbourne). See the January 2008 issue of Zeitschrift for more info on George Stewart and his 1960s-70s drag VW. Unless there really was another Melbourne-based VW racer named Geordie Stewart that I don't know about?

Mr Dwyer's message is heartfelt and sincere, but unfortunately a little out with dates. There was indeed a Volkswagen dealership in Benalla named Dwyer's Service Station, which began on the Hume Hwy in 1955, but it ended in 1964. They were replaced by a new Benalla VW dealership named Walker and McQualter Pty Ltd on Carrier St, which existed from 1964-68. These are documented in the VW dealership listings booklets of the time. Therefore I suspect that he may have seen Antarctica 1 at Mount Martha (south of Melbourne) somewhat earlier, in 1964, when the Dwyer dealership was still going and enthusiasm over the Antarctic adventure and the BP Rally win was still fresh. Hence the big crowd of onlookers. Memories do become unreliable with the passage of time, as we all know.

The intriguing thing about this, though, is that if I'm right about Mr Dwyer actually seeing Antarctica 1 in 1964, rather than 1967 or 1968, then it's very possible for Mr Flavell to have owned Antarctica 1 from 1965 to 1971.

We must wait for further developments. The mystery of Antarctica 1's fate continues!

Phil Matthews

Preparations for Summer touring.

The Sydney Morning Herald, Monday 26 November 1962

The heat of summer places an increased stress on the car, and in this season the roadside breakdown is a common sight. However, reasonable attention to the things that really matter will generally ensure a trouble-free tour and holiday. The components which are most heavily stressed, and which consequently give most trouble, are the tyres and the cooling system. Both are easy for the owner to check and to service, or have serviced by the local garage.

Manifestly the tyres should have good treads and the balding ones recapped or replaced. Uneven wear on treads can readily be detected, with flat spots indicating badly adjusted brakes, and feathered edges on the tread signifying incorrect toe-in of the front wheels.

Under-inflated tyres will cause excessive wear around both shoulders of the tread, whilst wear of one shoulder only signifies incorrect wheel camber.

The tyres themselves are therefore a good guide to mechanical faults in the front suspension. Generally these defects are not too difficult to correct, and they must be rectified to prevent expensive tyre wear, especially on long summer tours.

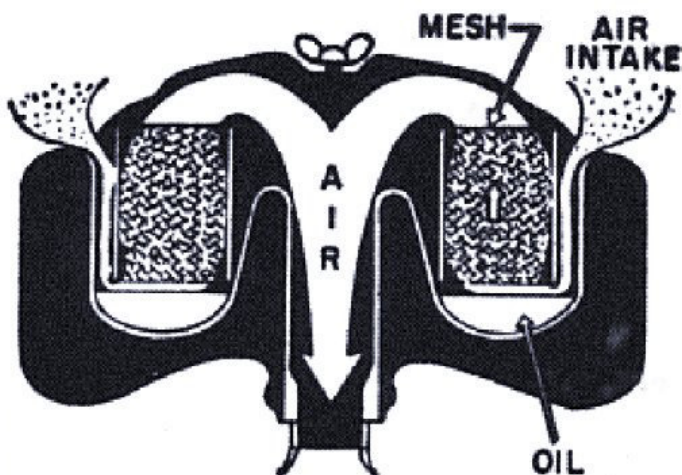


Placing balance weights on wheel rim, for tyre balancing to prevent wear and tramp.

Inspection

The owner's handbook will give the correct tyre pressures for normal use, and if no mention is made of increased pressures for full-load touring in hot weather, increase the normal pressures by two or three pounds under these conditions.

Pressures should always be read with tyres cold, preferably at home first thing in the morning with the owner's



The oil-bath air cleaner was almost universal on cars up to two years ago. It is serviced by removal and washing of the wire mesh, and replacing the muddied oil in the bath.

own gauge. Those at service stations are often incorrect.

If the wheels have not been exchanged for 5,000 miles, swapping them around according to the recommended plan (or just criss-cross fronts for rears) will extend tread mileages quite considerably by causing more even wear. If a bad shake is felt in the steering on a good road, the front tyres should be rebalanced.

Cooling

With time, rust and silt forms in the engine cooling system, and eventually will cause over-heating by choking the radiator or some of the smaller water passages in the cylinder head.

The precaution for summer is simple. With a mild radiator flushing preparation recommended by the garage, and used in accordance with the directions, the whole cooling system can be quickly cleansed and drained through the lowest cock.

It should then be refilled and a little soluble radiator oil, available at every service station, added to inhibit further corrosion. This ensures maximum cooling efficiency in high summer temperatures.

Radiator hoses, top and bottom, should always be inspected after 12 months or so. One can visually inspect these carefully for cracks and peeling, and for loose clamps by a firm tug.

Water leaks manifest themselves underneath the parking spot of the car, and they obviously must be traced to source and the leak stopped, before any lengthy tour is commenced. Do not be misled by some water from the overflow on the first run after filling up the radiator.

The modern car has pressurised cooling system, because water under pressure will not boil until a higher temperature is reached. Have a care here and place an ample bulky cloth over the radiator if releasing when hot. It should blow off pressure when released in this condition, as otherwise it is not pressurising the system correctly.

Finally, the fan belt should be inspected. There should be about one inch easy movement of the belt at the centre of its longest run (variable with different cars), and any undue

looseness will result in slippage of the fan drive, and probably overheating. This is especially important with air-cooled Volkswagens, as their sole cooling fan is directly driven by the fan belt. The advice on radiators obviously does not apply, but Volkswagen owners must instead check that oil level is correct and that the engine does not have any oil leaks.

Old belts split across, or wear excessively along the edges. The replacement of a doubtful belt is strongly recommended, as its failure will immobilise the car. Carry an additional spare belt in any case.

Proofing

Dust or water entry into a car is as annoying as it is common. I had it put to me recently that manufacturers of the cheaper cars just can't afford to individually seal their cars against dust, which is a task appropriately left to those owners who are worried by dust entry.

Whilst not necessarily concurring in this philosophy, I have found from experience that strips of foamed plastic or foamed rubber, stuck along the door sills, around the boot lid and in other places where dust is seen to be entering, is very effective.

The best possible adhesive should be used, contact cement for preference, because others dry out and let go in a few months, and one has to repeat the performance.

Most cars, even the cheaper ones, are sealed against water entry during manufacture. Each one is driven slowly through a battery of high-pressure shower jets to detect water entry, and resealed where it occurs.

Yet some of them still leak on the road. This is

Before touring—see your

AMPOL DEALER

for "trouble-free" lubrication

AMPOL
RED
Wonder
Grease

Cornell-
Blended
MULTI-GRADE
OILS

EXCLUSIVE TO AMPOL STATIONS

probably due to drying out of the sealing compositions used, and the working of the joints during travel.

Where the car is out of warranty, the owner can often stop a leak with mastic roof-sealing composition squeezed into suspected joints. It is generally harder to find the point of entry than it is to seal it off.

Summer Lube

Due to the higher operating temperatures of summer, a heavier engine oil is often recommended by car manufacturers. As a safety precaution, make the change over before the really hot weather set in.

Engines using multi-grade oil have no problem, as the same oil serves for all seasons. This oil can be used in most modern engines in good condition and without serious oil leaks. It is definitely superior to the older type of oil, but it will find out the leaking oil seals of a poor engine.

Oil filters have a limited life, and if not changed may do more harm than good. At the the next oil change this point should be checked, and the filter changed simultaneously with the oil if due.

Complete chassis lubrication is clearly essential for pleasant touring, and if the car is generally lubricated while on its wheels, it is more useful to grease the front suspension with the car jacked up. This will get grease through the suspension joints and king-pins in a more complete manner and so reduces steering effort.

The gearbox and rear axle oil levels will, of course, be checked and corrected along with the chassis lube. Latest techniques do not include changing axle/differential oil, providing a top-quality lubricant is used, but oil level must certainly be checked.

Electrics

The owner himself can check the battery. The electrolyte level in each cell should be $\frac{1}{4}$ -inch (6.5 mm) over the tops of the plates, being brought up to that level by the addition of distilled water when necessary.

It will be found that in summer, and particularly on tour, the electrolyte level drops due to a higher rate of evaporation and long periods of charging.

If crusting or corrosion is seen at the battery-post connectors, they should be loosened off, removed and scraped clean, given a coat of oil or grease, and replaced. The connectors should be screwed up quite tight, as a loose or corroded connection will give the same effect as a flat battery.

The life of the modern battery is generally better than two years, but when they fail to hold their charge it is time to replace them. However, ensure that the battery is receiving a proper charge before condemning it.

Most owners realise that the spark plugs and make-and-break contacts should be cleaned every so often, and eventually replaced. Many do not, however, appreciate how much livelier the car is when this service is actually carried out.

The modern engine is very sensitive to a good



Excessive wear on the two shoulders of a tyre tread indicates consistent under-inflation. Increased tyre pressures will correct this.

ignition system, and new plugs and points correctly set will give a measurable improvement in performance. Old plugs and points should be replaced at the recommended interval, even if they have given the owner good service.

Fuel

Every engine has a fuel filter, which eventually takes so much water and foreign matter out of the fuel that it becomes choked, and so starves the engine. The car handbook generally indicates where this filter is located, and how the particular type is cleaned. Some cars, such as the Volkswagen, have a removable strainer element in the fuel pump. The point here is to ensure that the sealing gasket of the filter

is in good condition and correctly located when reassembling.

It is, of course, preferable to use a new gasket if readily obtainable. Not only should the filter assembly nut be put up firmly, but after the first run the filter should be examined for petrol leaks.

One of the hardest worked units on the car in summer is the air filter. The most popular type today is the dry impregnated-paper type. The element should be removed and squarely tapped on to a bench to dislodge the dust and dirt. Care should be exercised to prevent damage to the plastic sealing surface on the ends of the element. The type on the latest Holden is never cleaned, but rather replaced at 20,000 miles (32,000 km). Wipe out the inside of the cleaner casing with a cloth, replace the element exactly in its original position, replace the cover and tighten firmly but not fiercely.

Other cars still use the very effective oil bath-type air cleaner, which is especially suitable for dusty country areas. The unit should be dismantled, drained and washed with kerosene at the recommended interval, and the oil replaced.

Reasonably careful inspection and servicing of the fundamentals of the car will go far towards trouble-free summer touring, and the enjoyment of the scenic beauty of Australia.

Sturt Griffith B.E.





● The new 40 bhp Volkswagen has many improvements and a superior performance to the older car. Price is unchanged at £971, including tax.

'Old look' for Volks.

The Daily Mirror, Friday 27 October 1960

If you spot a Volkswagen with flashing blinker lights and rather quiet in the lower gears, it could be the latest model with a more powerful engine.

But then again it need not be, for the sound deadening was introduced nine months ago, and the mudguard lights were in the VW on sale for the past six weeks.

Even the experts can be baffled about the age of a VW, a fact that has helped to keep up their resale value for so long.

Colours are even the same as with the previous model.

But the moment you drive this stronger motor VW you will notice the difference. It proved at least one second better on all our acceleration tests.

The engine is not bigger, it is still exactly the same size at 1192cc. However it has been completely redesigned and now produces 40 brake horsepower (36 before), by the use of another 200 revolutions per minute.

Top speed has been increased from 68 to 72 mph (109 to 116 km/h).

However our model, with only 1900 miles (3060 km) up, could reach only 70 on a two-mile stretch. But it was still building up when we had to slow down due to traffic conditions.

Despite the improved engine, the VW still has practically the same miles per gallon.

On our test run from Parramatta to Mt Victoria and return, it gave 40.4 miles per gallon (6.98 L/100 km) at an average speed of 40 mph (64.4 km/h).

Another addition is synchromesh on all gears, as in the Porsche.

This may not sound much, but it is appreciated in use when you can drop down to first gear without having to come to a halt.

More room for luggage

The front bonnet compartment has been changed, with the petrol tank flattened out to allow the carrying of more luggage.

A safety first feature is the windscreen washers as standard equipment, and not added as a costly accessory as in so many other cars.

Among a score of other improvements, the VW now has an automatic choke.

Together with the lively heating system, the VW is a safe vehicle to use for our bitterest winters.

In addition, its well-known air cooling takes care of tropic conditions, and the independent suspension irons out the roughest roads.

But I must make a plea for every VW owner who, I feel, would be willing to pay £975 instead of the present £971 (incl tax) to have a petrol gauge.

Mr Average Motorist is always in a hurry to get places and cannot keep a daily diary on his petrol supply. Subsequently, it is not uncommon to hear of VW owners running out of petrol.

Admittedly the VW has a reserve tank of one gallon.

But you can conk out while switching over.

Then if you forget to fill up after going into the office, the reserve tank runs dry as well.

Headlining of plastic

Inside, the VW is tastefully finished with headlining of foam plastic, while there are two cushiony sun visors.

Again, there is only one arm rest in the front, on the passenger's side.

NSW distributors for the VW, Lanock Motors, tell me the public are satisfied with the present range of seven colours available.

Clyde Hodgins

Improvements In The New VW

Some quite important changes have been made in the new Volkswagen now on sale. Not only do these modifications improve appearances, but I found that they have a beneficial effect on the road performance and comfort of this attractive car.

FROM the occupants' point of view, riding and roadholding are still better as a result of the addition of an anti-roll bar stabiliser for the front suspension, a softer but better controlled rear suspension, and noticeably improved front seats.

Putting the car through some fast bends, I found that body roll was held well in check. Over a rather shocking mountain by-road, the suspension gave a top-class performance.

At no time did the suspension bottom, and riding comfort was quite exceptional.

The front seats are now of an improved 'anatomical' shape, and they are certainly most comfortable. Adjustment is provided for squab inclination as well as for leg length.

There is no doubt of the reduction of noise resulting

from more liberal and effective sound-deadening materials right through the body, and a reduction of fan speed. The car is now quiet, even in the back seat, when touring at lively speeds.

Other Alterations

More interior heat is provided for winter conditions, and an inclined foot-rest is fitted for the front passenger, all seat springs are softer, and the direction indicators are now self-cancelling.

There are a number of other beneficial changes.

One characteristic which inevitably evokes admiration in the VW is the quality of its interior finish and fittings.

The car has that well-made look which is normally associated only with cars of a much higher price.

—STURT GRIFFITH.



The New Volkswagen is Lively.

The Sydney Morning Herald, Monday 31 October 1960

Following its policy of regular development without annual models, the Australian Volkswagen company is now introducing an improved version of its well-respected VW two-door car.

The present changes are of considerable import, and have resulted in noticeably livelier performance, especially in top gear. The same mechanical improvements are also incorporated in the Karmann Ghia, the imported luxury version of the VW.

The most significant change is the raising of the compression ratio which, with other developments detailed under 'Engineering' below, has resulted in greater power and torque available from the redesigned engine.

The direct result is better hill climbing and acceleration in top gear. For the first time the Volkswagen climbed BODINGTON HILL in its high 'cruising' top gear. On taking over the car, one is immediately aware of the increased pulling power available, especially at moderate speeds.

Alterations

From the driver's viewpoint, the most important change is the provision of synchromesh on first gear. This is a boon in traffic driving, allowing one to slip into first gear on the move, at speeds up to about 20 mph (32 km/h).

The choke is now automatic, and hot air is fed to the carburettor at idling and low engine speeds, instantly changing over to a cold air supply as the engine speed builds up.

This refinement enables one to drive away with a dead-cold motor but with a remarkable amount of power available. For short-run motoring this is a particularly convenient and pleasing feature. In hot weather, the warm air supply can be cut off completely if considered desirable.

It is also refreshing to be informed by the factory that the car may be driven normally (to maximum if desired) from brand-new. Slow speed 'running-in' is a tiresome process not considered necessary by VW. Of course, full performance is not delivered by the engine until a few thousand miles have been covered.

Body Changes

The luggage space under the bonnet has been noticeably increased by the relocation of the petrol tank. The actual increase is from 3 up to 5 cubic feet (85 to 142 litres), and this space will now accept a normal golf bag and clubs.

The driver will welcome screen washers as standard equipment, conveniently operated by the wiper switch button.

The headlamps have asymmetric low beams, a modern safety scheme in which the dipped headlamps throw an extensive beam along the near-side of the road and a short beam on the off-side to reduce dazzle to approaching drivers.

A grab handle for the front passenger will be appreciated by the less agile as an aid when entering and leaving.

Observations

The new VW is a distinct improvement over its predecessor, and I believe that the present changes are the most significant since the car was introduced to Australia.

To some owners, the reduction of engine noise will be of first importance. This improvement is really remarkable, and around 50-55 mph (80-90 km/h) where most touring is done, the VW is now virtually silent, being superior in this regard to many conventional small cars.

Above 55 mph (90 km/h) there is a slight hum from the transmission, but this never becomes pronounced, whilst wind noise from the body is always at a low level.

This quietness, coupled with the engine speeds resulting from its high 'cruising' top gear, makes the VW an exceptionally relaxing small car for long-distance touring.

The transmission is more flexibly mounted than hitherto, with the result that there is some gear lever whip when severe pot-holes are encountered. Also, I would like to see those clutch and brake pedals dropped down a little towards the level of the throttle pedal.

Test Route

The 205-mile (330 km) route starts from Penrith and crosses the Blue Mountains by the Western Highway to Mt Victoria and Lithgow.

The journey from Lithgow is by the Scenic Hill to Bell (altitude 3500ft (1065 m)), Mt Tomah, Kurrajong Heights and down to Windsor. The route then extends north to Wisemans Ferry, back to Castle Hill and across country to Penrith.

The route includes strenuous test hills, winding mountain roads, and a balanced length of flat country running.

Hill Climbing

Top gear on the VW is so exceptionally high that it must be regarded as a touring gear. Nevertheless, the additional torque and power delivered by the new engine, associated with a fractional reduction in the overall top gearing (the differential ratio is still 4.375 to 1, but top gear has reduced from 0.79 to 0.89 to 1), enable the new car to put up a reasonable performance in the top ratio.

Clearly third gear (also slightly lower than previously) will be used for all difficult climbs, and in this ratio the VW does quite well.

The gears used, and the speeds attained on the test hills, were as follows:

BODINGTON (a straight climb of three-quarters of a mile (1200 m) with a relatively uniform gradient of 1 in 11½): Top gear at 50-43-25 mph (80-69-40 km/h).

RIVER LETT (a difficult climb of 2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): Third gear at 40-34-46 mph (64-55-74 km/h).

MOUNT TOMAH (a winding climb of 1½ miles (2.4 km), with a maximum gradient of 1 in 9, average 1 in 12): Mainly third gear, after a start in top, at 50-38-42 mph (80-61-68 km).

Top gear now gives a road speed of 18.7 mph (30.1 km/h) at 1,000 engine rpm, slightly lower than previously. The power to weight ratio, with a load of 3cwt (155 kg), is reasonable at 45.7 bhp per ton.

Cruising and Acceleration

The VW shines on the touring highway, and on safe roads it is very comfortable around 60-65 mph (97-105 km/h). To maintain flexibility in the lower speed ranges, third gear should be engaged around 35 mph (56 km/h).

The VW engine and transmission are deliberately designed so that they cannot be over-driven, and full throttle may be used for any prolonged periods desired. Owners may expect to obtain speeds around 72-74 mph (116-119 km/h) in top gear, whilst 65 mph (105 km/h) will be the normal maximum for third, and 48 mph (77 km/h) for second gear.

The engine torque has now been increased to 61lb-ft (83 Nm) developed at 37 mph (60 km/h) in top gear, and 25 mph (40 km/h) in third gear. This increase in torque and its development at lower engine speeds is the reason for the improvement in the driving quality of the car in the normal speed ranges.

Times for acceleration were as follows:

THIRD GEAR: 20 to 40 mph in 6.9 secs; 30 to 50 mph in 8.4 secs; 40 to 60 mph in 10.5 secs.

TOP GEAR: 20 to 40 mph in 14.4 secs; 30 to 50 mph in 15.0 secs; 40 to 60 mph in 17.6 secs.

Acceleration from 0 to 50 mph (80 km/h), using the lower three ratios, took 15.4 secs.

Riding and Roadholding

The all independent suspension of the VW, by means of torsion bars, endows the car with exceptional riding qualities over bad roads.

On normal bitumen the ride is a trifle firm with two passengers, but when the rough country roads are hit, the suspension shows to great advantage and the car sits down in excellent fashion.

With the test load it seemed impossible to bottom the suspension.

The car corners with great willingness due to a slight oversteering tendency. On loose or greasy surfaces the rear wheels will break away first, but the car is never difficult to control and its correction when broadsided on the skid patch was quick and satisfactory.

The easy cornering is a pleasure on winding roads and the tyres are silent through the bends.

Handling Qualities

The worm and sector steering mechanism is particularly direct, but in spite of this there is virtually no reaction transmitted to the hands over bad roads. This is probably due to the employment of a hydraulic steering damper.

Only 2.4 turns of the steering wheel are necessary from lock to lock, so give a turning circle of 36ft (10.9 m).

The brakes are really excellent. Light pedal pressures produce very prompt results, and the brakes showed themselves to be free from fade on the 3½-mile (5.6 km) descent from Kurrajong Heights in neutral. Brake lining area is 80.6 square inches (520 cm²).

The handbrake promptly stopped the car from 30 mph (48 km/h) down the Victoria Pass (gradient 1 in 8).

Driver's Layout

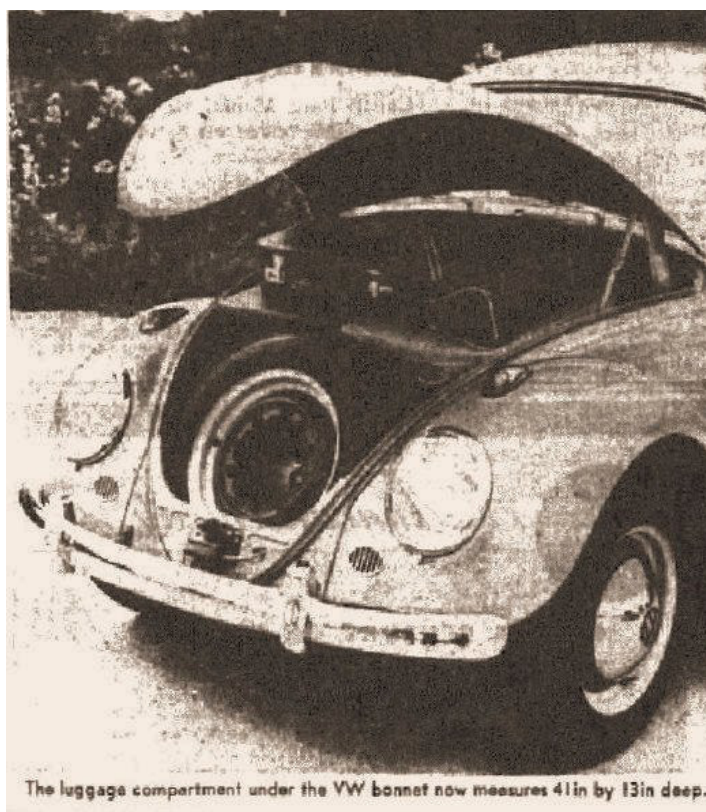
The individual driving seat is fairly upright and gives support in the correct places. It has a full 6-inch (15 cm) leg adjustment and the squab is immediately adjustable to any of three positions.

The wheel is well placed in relation to the body and it is nicely inclined. Vision is reasonably good, but the rear window is smaller than is usual today, and the screen pillars are rather heavy. The rear vision mirror is wide and steady.

The floor gearshift is unsurpassed in the industry. Changes can be made at virtually any speed, and the synchromesh on all gears ensures silent changing.

The speedometer is before the driver and the minor controls are sensibly dispersed to ensure location by touch. The winker turn indicators are self-cancelling, and the wipers are self-parking.

The engine warning lights are not sufficiently prominent. There is one gallon (4.5 litres) reserve in the fuel tank, released by kicking over a cock on the driver's floor.



The luggage compartment under the VW bonnet now measures 41in by 13in deep.

Fuel Facts

At an average speed of 42.3 mph (68.1 km/h) over the test route, the VW gave the pleasing consumption figure of 43.5 miles per gallon (6.5 L/100 km). This is a slight improvement on the previous car and doubtless results from the higher engine compression.

Taking the loaded weight into consideration, this result is equivalent to 38.0 ton-miles per gallon. The fuel-speed factor (ton-m.p.g. x average speed) is 1610.

At this rate of consumption, the generous fuel tank gives a cruising range of about 365 miles (588 km).

Engineering

The power unit of the VW is exceptionally accessible due to its rear location. Engine bore and stroke remains at 77 by 64 mm, but the compression ratio is now 7 to 1 and power has gone up from 36 to 40 bhp. The cylinder spacing has been increased to improve cooling, and the valve gear has been modified to retain valve clearances uniform under all operating conditions.

The crankshaft is larger and stiffer, and it has bigger journals and bearings to accept the greater power and torque. The crankcase has been redesigned and is also more rigid.

The valves are larger, have a higher lift and are fitted with stiffer springs. The cams have been modified.

The ignition timing is now controlled by carburettor vacuum. The hot air supply can be instantly locked out by a finger clip on the intake to the carburettor.

The overall gear ratios are now: top, 3.9; third, 5.8; and second, 9.0 to 1.

Body

The two doors open wide to give easy access to the interior, and both are fitted with ventilating windows which can be swung around to the forced draught positions.

The individual front seats are of generous size, having a width of 20 inches (50.8 cm), and a good seat to roof measurement of 36 inches (91.4 cm).

The rear seat is 51 in (129.5 cm) wide and it has a reasonable cushion to roof measurement of 33 in (83.4 cm). With the front seat in the centre of its travel, there remains 9 in (22.8 cm) of knee room in the rear compartment.

The luggage compartment behind the rear seat has a maximum width of 36 in (91.4 cm) and a depth of 14 in (35.6 cm), and it is 15 in (38.1 cm) high to the level of the back seat. This makes a volume of 4¼ cubic feet (124 litres).

The luggage compartment under the front bonnet now measures approximately 41 in by 24 in by 13 in deep (104 x 61 x 33 cm).

An extremely effective hot air supply is available for the interior and for demisting, but a criticism is that its blast is a little too concentrated on the driver's right ankle. A good-

sized glovebox is provided, and the front passenger is now equipped with an arm-rest.

The interior finish is of commendably high quality and the appearance is attractive. The sun visors are now of soft crushable type.

The exterior finish of the car is of baked enamel.

Summary

The new VW has sufficient additional horsepower and torque to make it noticeably more lively, and more pleasant to drive. In particular, its climbing ability in top is superior to its predecessor.

The mechanical changes made are extensive and important, including synchromesh on first gear, and effective cold start arrangements.

In the matter of accommodation, the front luggage compartment is larger and a better shape, giving the VW quite a good luggage capacity.

The car rides excellently on rough country roads, its cornering is easy and pleasant, and its brakes are most effective.

When driven hard, the VW now gives 43½ miles per gallon, and it is particularly well suited to long-distance touring.

The car tested was made available by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

About This Car:

PRICE: £971 (incl. sales-tax).


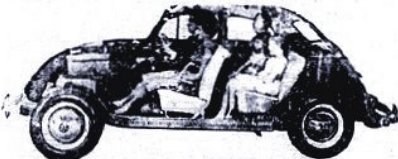
SIZE: Five-seater, reasonable luggage space. Wheelbase 7ft 10½ in (2400 mm); overall length, 13ft 4in (4065 mm); tracks, 51 in and 49.2 inches (1295 and 1250 mm); clearance, 6½ in (165 mm); fuel tankage, 8.8 gals (40 litres); tyres 5.60 x 15 in.

WEIGHTS: Unladen kerb weight, tank full, 14½ cwt (740 kg); laden weight as tested, 17½ cwt (890 kg).

MECHANICAL: Flat four-cylinder air-cooled engine (in rear) of 1192cc capacity, developing 40 horsepower gross (RAC 14.7 hp). Four speed gearbox. Separate platform chassis with backbone.

MAXIMUM SPEEDS: Top, 74 mph (119 km/h); third gear, 65 mph (105 km/h); second gear, 48 mph (77 km/h).

FUEL CONSUMPTION: 43.5 miles per gallon (6.5 L/100 km) at 42.3 mph (68 km/h) over the test route.

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The Toy Department.

The Volkswagen Polo is a small car produced by the Volkswagen since 1975. It is sold in Europe and many other markets worldwide in hatchback, sedan and estate variants.

The Polo has been produced in six generations. Related Volkswagen Group models include the Škoda Fabia, SEAT Ibiza and Audi A1.

The Volkswagen Polo won the 2010 World Car of the Year and the 2010 Wheels Car of the Year in Australia. It has been available in the sixth generation from October 2017.

Surprising I know when you consider the history and also the feeling that the VW Polo was only something of the last two decades, well that could be because we got it very late. It first debuted in Australia around 2010.

They are plentiful on the used car market, and many of us are considering a Polo as a good first car for our kids. It's a good way to start driving new generation VWs.

So on a smaller scale - what models are available? In fact you would be surprised to know that equally with the history there are some old and collectable diecast VW Polos models to be found starting with this 1975 modern day release by Minichamps, the colour is great so much in time with the period.



Also this vintage 1975 green Corgi Junior made in Great Britain and was recently seen on ebay .au for around \$20.00 plus postage.

The second generation Polo of 1981 was still a hatchback but looked like a little station wagon. It's a little less



common in scale than the first generation, but here's a typical 1/43 example produced by Whitebox.

The fourth-gen Polo from 2002 had distinctive round headlights and you still see them on the roads. They are available in 1/43 from Autoart in a variety of VW colours such as blue, silver, red and black.



In a wide range of scale sizes these days many diecast model manufacturers are releasing some great value for money models, like this 1/24 scale model by Burago, and others up to 1/18 scale.



So what does a late model VW Polo Diecast model look like today? Well in red the below are excellent examples of fine quality models, and no matter which model is your drive be assured that it's one heck of classic car and it's Polo fun!

Tony Bezzina

1965 Armstrong 500.

The 1965 Armstrong 500 was the sixth running of the Bathurst 500 touring car race and the third at Mt Panorama, Bathurst. It was held on 3 October 1965, 130 laps of the Mt Panorama circuit. As before the race was open to Australian assembled or manufactured vehicles and also, for the first time, to imported vehicles, of which at least 100 examples and 250 examples respectively had been registered in Australia. It was the first year of genuine factory manufacturer competition, the last for founding event sponsor Armstrong, and also the last victory and most dominating result for Ford's amazing little Cortina.

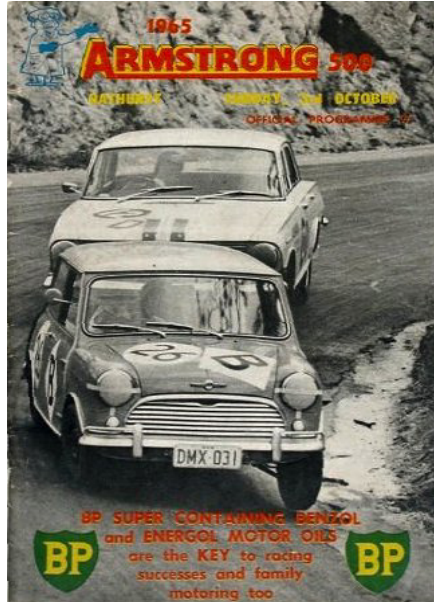
As in 1963 and 1964, the cars again competed in four classes based on the purchase price of the vehicle. The levels were adjusted upwards slightly. Class A was cars under £920 (previously £900). Class B was for cars £921 to £1,020 (previously £901 to £1,000). Class C was for cars £1,021 to £1,300 (previously £1,001 to £1,200) and Class D was for cars £1,301 to £2,000 (previously £1,201 to £2,000). Prize money was on offer only for class placings. However, the Armstrong Trophy was presented to the entrant of the outright winning car, this being the first time in the history of the event that there had been an official award for the outright winner.

Class A included examples of Fiat 850, Ford Cortina 220, Morris Mini Deluxe and Vauxhall Viva. No Volkswagen teams were entered; their best of class seventh place in 1964 behind six Vivas showed that the 40-bhp VW 1200 Standard was no longer competitive against the newer, faster cars. The Vauxhall Viva had 54 bhp and 1500cc Cortina 220 had 62 bhp. Even the Fiat 850 had 42 bhp. Instead, former VW drivers Barry Ferguson and Greg Cusack were now in Mini Coopers; David Walker and George Reynolds were in Cortinas; Neil McKay was in a Toyota Corona and Bill Ford was in a Volvo 122.

Perhaps the bigger and faster VW 1500 Type 3 sedan, with 53 bhp, could have been more competitive if they had entered. Maybe even more so the 1500 Twin S sedan, which went on sale in Australia in 1965. Its high-compression, twin-carb engine produced 66 bhp. But – the normal 1500 sedan cost £1,099 in 1965, and the Twin S was £1,179, so they would have had to compete in Class C. This means they would have been up against the 75-bhp 1275 Mini Cooper S, the 78-bhp Ford Cortina GT, the 140-bhp Holden HD and the 145-bhp Chrysler Valiant. So, the VW dealer body chose not to compete. Nor did any VW privateers.

Class B featured the Ford Cortina 240, Isuzu Bellett, 998cc Mini Cooper, Renault R8 and Toyota Corona, all of which were much more powerful than the VW 1200 Deluxe, the only VW model eligible for this class and never considered for entry.

The big car Class D featured the 95-bhp Ford Cortina GT500, especially developed by Harry Firth for and named in honour of the Bathurst race, with Lotus-Cortina gear ratios, second fuel tank and high compression twin-Weber engine. The class also contained the 1800cc Humber Vogue and Volvo 122S, Triumph 2000, six-cylinder Fiat 2300 and 4.2-litre V8



Studebaker Lark.

While the big Valiant and Studebaker V8s continued to struggle for reliability and to make their brakes last the 500 miles, once again it was a battle of the small cars as Ford faced off against BMC's mighty little Morris Cooper S. Looking back, it now seems that 1965 (and 1966) amounted to an interim period between the earlier years of racing genuine production vehicles, and the later high performance specials developed especially for Mount Panorama as the number one item on the agenda.

Ford Cortinas won three of the four classes, and finished 1-2-5 outright. 3rd and 4th outright were two Class C Mini Cooper Ss.

The winning Cortina GT500, driven by Barry Seton and Midge Bosworth, won after one refuelling stop only - the bonnet wasn't lifted, nor were the tyres changed. It covered the distance of 500 miles in 7 hours, 16 minutes, 45 seconds, clipping almost 25 minutes off Bob Jane's 1963 record, set by a Cortina GT. It also gave Ford 4 in-a-row - Falcon in 1962, and by Cortinas in 1963, 1964 and 1965.



The Cortina GT500s displayed their dominance by coming in 1-2-3 in a line, the third car two laps in arrears and fifth overall. Fourth car to finish in this class was a Triumph 2000, six laps behind the winning Cortina. A Volvo 122S finished 5th, 9 laps behind, and a Studebaker was 6th, 10 laps behind.

Max Volkers and Glyn Scott shared the lone Cortina 240 to victory in Class B, demonstrating its superiority in the face of what appeared to be a tough contest against four Morris Coopers and three Toyota Coronas. The Cortina flashed to victory just ahead of a Corona on the same lap, with two others a few laps behind. The Morris Cooper of former VW driver Barry Ferguson was fifth in class.

Harry Firth and John Raeburn took Class A honours in their Cortina 200. The 1500cc Cortina 220s proved far too fast and better on the Esses than their competition, coming in 1st, 2nd, 3rd and 4th. The winning 220 also recorded the fastest lap time for the class, at 3 minutes 35 seconds. A Vauxhall Viva was fifth, and the best Mini Deluxe was sixth, 9 laps behind the Firth/Raeburn Cortina. The three Datsun

Bluebirds never started - they were withdrawn on the eve of the event after encountering wheel trouble during Saturday's practice sessions.

Only Class C escaped the Cortina dominance, with Mini Cooper Ss taking the first six places in class. Brian Foley and Peter Manton took their Cooper S to first in class and third outright, just a lap behind the winning GT500, closely followed by the Lindsay Little / Stan Pomroy Cooper S, fourth outright. The Cooper S finished 3-4-6-7-8-9 overall, a sign of things to come.

high-compression twin-SU engine and competition suspension, and trademark twin petrol tanks with separate fillers on each side of the car, dominated the event in a way never seen before. Minis filled the first nine places outright in the race, and of course in Class C as well.

The winning car was the BMC factory entry of Bob Holden and Finnish rally star Rauno Aaltonen, a lap ahead of Fred Gibson and Bill Stanley, leading home a flotilla of seven more Cooper Ss that swept the outright and Class C results.

1966 Gallaher 500.

The 1966 Gallaher 500 was held on 2 October 1966 at the Bathurst Mount Panorama circuit. It was the seventh running of the production car 500-mile 130-lap race, and the fourth race at Bathurst. The event had a new sponsor this year, the British Gallaher cigarette group that owned the popular Benson and Hedges, Silk Cut and Sterling brands. The event was now called the Gallaher 500.

Australia had converted to decimal currency in February 1966, so the four entry classes were restructured to match the new currency. Class A was for vehicles up to \$1,800 in price, and entries included cars such as the Datsun 1300, Fiat 850, Ford Cortina 1200, Morris Mini 850 and Mini Deluxe 998. The \$1,598 VW 1200 Standard would have been eligible for Class A, but again no Volkswagens were entered as they were no longer competitive for speed against the newer, more powerful light cars.

Class B was for vehicles costing \$1,801 to \$2,040, and featured the Ford Cortina 1500, Hillman Minx, Isuzu Bellett, Morris Cooper 1098, Prince Skyline, Renault R9 and Toyota Corona. The new \$1,838 VW 1300 Deluxe would have been eligible for this class, but again, even with 50 bhp, would have been uncompetitive. No teams chose to enter any VWs.

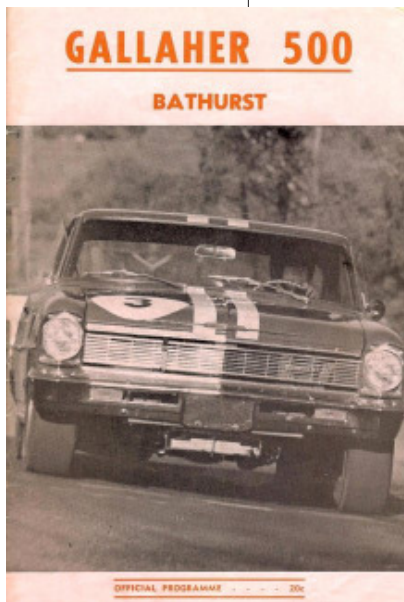
Class C was for \$2,041 to \$2,700 and was dominated by the Morris Cooper S 1275 – seventeen of them – but there was also one Toyota Crown and a Fiat 1500. The new VW 1600 TS Fastback was \$2,415 and eligible, but the Type 3 was much bigger, heavier and less powerful than the highly developed Mini Coopers. Not surprisingly, no one chose to enter a VW 1600 TS.

Class D was for \$2,701 to \$4,000 and featured the Valiant VC V8, Holden HD X2, Triumph 2000, Volvo 122S and Studebaker Lark V8 Cruiser.

250 examples of a particular model had to be registered for a vehicle to be eligible for the race, up from the 100 examples required in previous years.

The Studebakers and Valiants were the big V8s at the front of the grid as the dawning of the muscle car era at Bathurst approached. A V8 had never won the Bathurst 500. On paper Ford's decision not to field a team of Cortinas – the car that had won the race the previous three years running – made the prospect of a Valiant or Studebaker victory more realistic than ever. But the big car brigade hadn't counted on an even smaller four-cylinder car.

The amazing little Morris Cooper S, with its updated



The best non-Mini was the Class D Chrysler Valiant of Jack Nougher and David O'Keefe, first in class but some six laps behind the winning Cooper S in tenth position overall. The other Valiant of Alton Boddenberg and Digby Cooke was two laps further back. A Triumph 2000 and Volvo 122S were third and fourth in class.

In Class B a Mini triumphed again, with the Peter Cray and Don Holland 1098cc Cooper first in class, only ten laps behind the overall winners, and leading two more Mini Coopers for a 1-2-3 result. The Toyota Corona and Isuzu Bellett were two laps further back.

In Class A the Datsun 1300 of Moto Kitamo and Kunimitsu Takahashi finished one lap ahead of another Datsun 1300 and 13 laps behind the overall winners. The Cortina 220 was third, and another Datsun 1300 was fourth.

The only 'almost' VWs to compete in 1966 were the two NSU Prinz 1500s in Class B, driven by Carl Kennedy and Doug Stewart, and 'Gelignite' Jack Murray and Bill Ford. Both failed to finish.



1967 Gallaher 500.

The 1967 Gallaher 500 was the eighth running of the 500-mile production car race, held on 1 October 1967 over 130 laps of the Mount Panorama circuit. Entry arrangements were adjusted again and cars now competed in five classes, again based on purchase of the vehicle.

Class A was for cars that cost less \$1,800. It was made up of Datsun 1000 and 1300, Hillman GT, Holden Torana and Toyota Corolla. The new \$1,698 VW 1300 Custom (the upgraded 'Standard' model of previous years) would have been eligible, but with only 50 bhp would not have been competitive against the 55-bhp Hillman, 57-bhp Torana, 60-

bhp Corolla, 62-bhp Datsun 1000 or 67-bhp Datsun 1300. No VWs were entered.

Class B was for \$1,801 to \$2,100 and featured Ford Cortina, Hillman Arrow, Morris Cooper and 1100S, Renault R8 and Toyota Corona. The \$1,838 VW 1300 Deluxe, with just 50-bhp and heavier than the Custom, would not have been competitive against the 63-bhp Morris, 73-bhp Hillman, 74-bhp Corona or 75-bhp Cortina. No VWs were entered.

Class C was for \$2,101 to \$3,000 and was again dominated by the Morris Cooper S, but also contained Fiat 124 and 850, an automatic gearbox Ford Falcon, Holden HD X2 and Prince Skyline. All of these cars were more powerful and faster than the \$2,235 VW 1600 TS Fastback, the most suitable VW for this class, so no VWs were entered.

Class D was for \$3,001 to \$4,500, and featured the debut of the 'Australian V8s' which would dominate the history of the race, represented by the Ford Falcon GT. It also contained a single Alfa Romeo Giulia, Studebaker Lark, Triumph 2000, Volvo 122 and a 'near VW,' a 102-bhp Audi Super 90, the first time VW's sister make was entered at Bathurst.

Class E was for the first time an 'unlimited class', for cars over \$4,500. While many exotic cars were rumoured to be entering, at the start the class only contained three Alfa Romeo 1600 GTVs and a single Dodge Phoenix TD2.

It took five years for a V8 to win at Bathurst, but Ford's new 225-bhp XR Falcon GT 289 (4.7-litre) was a very different proposition from the old Studebakers and Valiants – and more importantly showed the way to the future. Harry Firth had enjoyed earlier Bathurst success with the Cortina GT and GT500, and he simply applied the same principles to the bigger, larger engined car. He was paired with Fred Gibson, a last minute replacement for intended co-driver Frank Matich – Firth and Gibson had only met for the first time just two days before the race. The V8 Fords faced off against Alec Mildren's team of Alfa 1600 GTVs which, with their breathtaking pace across the top of the mountain, were not much slower than the Falcons and made less pit stops.

Early on the threat looked real, but the Alfa challenge was extinguished by wheel issues and other dramas. The Geoghegan brothers' Falcon was shown the chequered flag first but a rechecking of the lap count confirmed Firth and Gibson had won. Brothers Leo and Ian Geoghegan finished second with the two Alec Mildren entered Alfa Romeos of Doug Chivas / Max Stewart and Kevin Bartlett / Laurie Stewart all finishing on the same lap. It was Firth's fourth victory, equalling Bob Jane's record.



Significantly, all seven Falcons finished the race, although the Bob Beasley/Des West car was later excluded for having oversize valves. The winning car put in a fastest lap of 3 min 3 sec. around the 3.875-mile Mount Panorama circuit, which is an average speed of just under 79 mph (127 km/h). In addition, the car was clocked at 125.69 mph (202.4 km/h) on Conrod Straight, at that time the fastest ever achieved by a series production car on the Bathurst circuit.

Behind the two Class D Falcon GTs and two Class E Alfas came a gaggle of four Class C Mini Cooper Ss, just two laps behind the winning Falcon GT. The best Cooper S was Tony Fall and Bob Holden, ahead of Barry Seton / Charlie Smith. The first non-Falcon Class D car was the Studebaker Lark, third in class and 11th overall, while the Class E Alfas were 3rd, 4th and 9th overall.

The Class D Audi Super 90, driven by David McKay and George Reynolds, finished sixth in class and 16th overall, eight laps behind the winning Falcon GT.



In Class B the Mini Cooper of Peter Cray / Don Holland finished first again, but 14 laps behind the overall winners and back in 27th place overall. In fact the Class B Cooper was beaten overall by two of the Class A cars, the Datsun 1000 of John Roxburgh and Doug Whiteford in 23rd place, and the Toyota Corolla of Dick Thurston / Bill Buckle in 26th place.

1968 Hardie-Ferodo 500.

The 1968 Hardie-Ferodo 500 was held on 6 October 1968 at the Mount Panorama Circuit. There was a new major sponsor for the race, the Ferodo braking systems division of asbestos-maker James Hardie Industries, which gave the name 'Hardie-Ferodo' to the event.

Like the previous year there were five racing classes for the 130-lap race, based on purchase price, with the amounts adjusted slightly.

Class A was for cars which cost less than \$1,850. It was made up of Datsun 1000, Ford Cortina, Hillman GT, Morris Mini De Luxe and Toyota Corolla. With the VW Standard/Custom model discontinued, there were no VWs sold new in 1968 that were suitable for this category.

Class B was \$1,851 to \$2,250 class and was dominated by the new 96-bhp Datsun 1600, but also contained the 73-

bhp Hillman Arrow and Hillman Gazelle and 75-bhp Morris 1100S. The new \$1,998 VW 1500 Beetle would have been eligible, but with only 53-bhp would not have been competitive. The \$2,235 VW 1600 TS Sedan and Fastback had 65-bhp, but no one chose to enter one of these either.

Class C was \$2,251 to \$3,000 and saw a mix of standard versions of the outright contenders, Ford Falcon and Holden Kingswood, as well as Fiat 125 and Morris Cooper S.

Class D was \$3,001 to \$4,500 class and featured the outright contenders, the XT Ford Falcon GT and Holden Monaro GTS 327, but also contained a single Chrysler VE Valiant, Fiat 124 Sport and Studebaker Lark. VW's \$3,740 Audi Super 90 was eligible for this class, but unfortunately none were entered, in spite of last year's solid effort.

Class E was again an 'unlimited' class, for cars \$4,500 and over. It contained just an Alfa Romeo 1750 GTV and a single Citroen DS21 Pallas.

So the 1968 race would be the first time Ford and Holden V8s fought one another at Bathurst, setting the scene that continues to this day. Everything pointed to an exciting event. Holden's entrant was the new Monaro two-door coupe in GTS 327 form. The Fords were up on capacity from 1967 but still smaller than the Chevrolet-engine Holdens (302ci versus 327ci) and down on comparative horsepower (250 bhp versus 275 bhp) and, additionally, weighed exactly the same as the Monaros. Despite this, seven Falcons contested the race in Class D (\$3001 to \$4300), including a single XR GT and an XT GT automatic. Of the remainder, three cars were works-entered, these being driven by the Geoghegan brothers, Fred Gibson and Barry Seton, and Jim McKeown and Spencer Martin.

It was not one of the factory cars that won however. After only 35 minutes of racing the M.Sayva/R.Wilkinson Falcon showed signs of overheating, which did not auger well for the others. In fact, things went very badly for the Fords, with brake, tyre and overheating troubles. Despite all this, the Gibson/Seton Falcon was in the lead with only 15 laps to go. But overheating struck this car as well when a stone went through the radiator, and finally the car blew a piston.

The 327 Monaro of Bruce McPhee and Barry Mulholland swept to victory, upsetting the big teams with a tactical tyre strategy of running a buffed hard wearing street tyre rather than a racing tyre. The maverick McPhee had the right blend of speed and conservatism, while co-driver Barry Mulholland chipped in beautifully with his traditional single-lap contribution.

Initially Des West and Ron Marks were classified second but were later disqualified for illegal engine modifications. Second place was then awarded to the factory supported Holden Dealer Racing Team Monaro of Jim Palmer (to that point the best finish by a New Zealander) and Phil West. The AM Roberts entered Monaro driven by Tony Roberts and Bob Watson finished third, giving the Holden Monaros a 1-2-3 outright finish.

Following the three winning Monaros was the first Class E car, the Alfa 1750 GTV of Kevin Bartlett and Doug Chivas, in fourth overall. Another Alfa was sis, behind yet another Monaro.

The first Falcon home was, ironically, the 1967 XR GT of Stacey and McIntyre, which came in seventh, one place in front of the Brauer/Harrod XT



GT. The first works car was that of the Geoghegan brothers, who finished 12th. With a fastest lap of 2 min 58 sec, the winning Monaro was five seconds per lap quicker than the Falcons were in 1967, and three seconds faster than the Gibson/Seton car in 1968. The Monaros were also achieving 125-128 mph on Conrod Straight, whereas the Falcons could only manage around 121 mph, 4 mph slower than 1967.

Class C was again won by a Morris Cooper S, Charlie Smith and Don Holland in 10th place overall, 7 laps behind the winning Monaro. This shows how much faster the newer V8s were, only a couple of years after the Minis dominated. The Falcon XT 500 of Mike Champion / Barry Arentz was second in class, followed by five more Mini Cooper Ss and a Fiat 125.

Class B was a 1-2-3 for the powerful Datsun 1600s, with the John Roxburgh / Doug Whiteford car first home and 15th outright, 10 laps behind the outright winner. A Hillman Gazelle was fourth in class, followed by four more Datsun 1600s.

Class A saw the Bruce Hindhaugh / Bob Morris Toyota Corolla win the class, in 30th outright with 113 laps. Barry Ferguson / Brian Sampson were second in another Corolla, followed by a Cortina 220 and a Hillman Imp.

Future two-time Bathurst 1000 winner Allan Grice made his Mount Panorama debut in 1968. Driving with author/journalist Bill Tuckey in a Class D Fiat 124 Sport for Scuderia Veloce, the pair finished the race in 18th outright and 9th in class, 11 laps down on the McPhee/Mulholland Monaro.

With the ever more modern and powerful cars contesting the race, and no VWs taking part for four years, it seemed most unlikely that a VW would be seen at Bathurst again. However, 1969 would spring a surprise...





Lamborghini Gallardo.

Clarkson's Don't Stop Me Now, 2007

Suppose you had a priceless Ming vase. You wouldn't use it as a dice shaker or a vessel for serving punch at Boxing Day parties.

In a similar vein you wouldn't use a racehorse to hack out, and you wouldn't use a pearl-handled butter knife to pick a lock. So it's faintly ridiculous to suppose a supercar can co-exist in the real world alongside young men from Kazakhstan in Nissan Laurels and even younger men from Albania on pizza-delivery mopeds.

So what is it for then, exactly? Getting down and growly on the world's racetracks? Well, yes, obviously, but even here things can go awry.

Just recently I attempted to see how fast the new Koenigsegg supercar could accelerate from 0 to 100 km/h. But as I let the clutch in, one of the many belts that drives something important in the engine bay shredded and I was left in a world of noise and smoke, going nowhere.

Last week I attempted a similar test with a £320,000 Pagani Zonda, and again it all ended in tears. As I floored the throttle and the 7.3-litre Mercedes V12 engine girded its considerable loins for an assault on the horizon, the clutch shouted, 'For God's sake,' and exploded. There was a lot of smoke. Hence the tears.

Lamborghinis are especially good at this. Once, to amuse the crowds at Goodwood, I decided to do a massive wheel-spinning start off the line. But this was a Diablo, with four-wheel drive and tyres bigger than the rings of Saturn, so the only thing that could possibly spin was the clutch. It did. And I had to drive up the hill with the V12 tearing its heart out, but only doing four or five miles per hour.

It has always been thus. I once drove the world's first supercar, a Lamborghini Miura, but I cannot tell you how fast it went since it oiled its plugs at every set of lights, and stalled. And there wasn't enough juice in the battery to get it going again.

A friend recently described his old Bentley as being like a middle-aged man, oohing and aahing its way through life because bits of it that worked perfectly well yesterday had suddenly decided to give up the ghost today.

Supercars, on the other hand, are like athletes, forever suffering from hamstring injuries and groin strains.

No, really. My wife goes to the gym every morning and as a result is permanently broken in some way. The bathroom cabinet looks like Harry Potter's potion store. Whereas I, whose only exercise is blinking, am never ill at all.

So, if you can't go quickly in a supercar, and you can't use it for everyday chores like shopping and taking the children to school, what can you do with it?

Go out for dinner? Oh puh-lease. Where are you going to leave it? In the street? In a multi-storey car park? And what shape do you suppose it will be in after you've your Irish coffee and mints?

I once parked my old Ferrari outside a restaurant, with the roof off. It didn't seem like a problem, since I was in the Cotswold village of Deddington where the crime statistics talk of some scrumping in 1947 - and that's it. But when I came back, the interior had been used for what I can only assume was the world championship gozzing competition. I have never seen so much phlegm.

Sure, you can take such a car to a friend's house for a party. But then, how are you going to get home? Driving a bright yellow Lamborghini at two in the morning is as obvious as weaving down the street with a traffic cone on your head.

Of course, one day you'll be in your supercar on a wonderful, sweeping mountain road, and suddenly all will become clear.

But not for long, because pretty soon you'll round a corner to find a party of ramblers or cyclists, or maybe both. Do you think they're going to (a) point appreciatively at your car or (b) shout obscenities?

And later, when you have broken down, or smashed the low-riding front end clean off on a dip in the road, do you think they'll (a) stop to help or (b) laugh at you until they need hospital treatment?

Buy a supercar, and your neighbours won't like the noise. Your wife won't be able to climb aboard in a short skirt, your friends will be jealous, and other road users will make signals. It's hard to think of any group or body that likes a man in a supercar; small boys, perhaps. But is that what you want? Probably not, I suspect.

None of this, of course, stops us wanting supercars, so I was therefore intrigued by the new Lamborghini Gallardo. Unlike all the previous Lambos, there is no rear wing big enough to land helicopters on, and no air vents that slide out of the side when the going gets hot.

Yes, it looks sporty, but it's not like rocking up for work in a gold lame jacket and tartan trousers. In a dark





colour you might even call it discreet.

Inside, there's been another break from Lamborghini tradition. I fit. And the air-conditioning works, and you can see out of the back window, and there's a stereo that you can hear.

Oh, the engine makes a noise all right, but it doesn't prompt the sort of purple prose I normally use for cars of this type. There's no spine-tingling howl. It doesn't sound like Brian Blessed on the verge of an orgasm or Tom Jones making man-love for the first time.

There's a very good reason for all this. Italian politicians may think their German counterparts are humourless, strutting Nazis, and the Germans may have responded by taking their towels off the beaches of Tuscany this year. But all is well between the two nations in the world of car-making, because Lamborghini has been bought by Audi (itself part of the Volkswagen group), who have brought a dollop of common sense to the most lovably idiotic carmaker on earth.

As a result, the engine is an Audi V8 unit with two extra cylinders welded on to the end to create a 5-litre V10. It drives all four wheels via a six-speed gearbox, but you don't need to be a man-mountain to control everything. The clutch is light. The steering wheel moves easily. And you can change gear with one hand! Normally I have to get my super-fit wife to drive the Lamborghinis that we have on test. But even I, with arms like pipe cleaners, could manage the Gallardo.

I liked it, too, hugely. I liked it even more than the Ferrari 360 because it's better balanced and easier to control at the limit. It changes direction like a fly, grips like a barnacle and goes like a jet fighter on combat power. At one point I saw 280 km/h on the clock, and there was plenty more where that came from.

It is a technological tour de force, a genuinely very good car, even if it is a trifle pricey at £115,000. But it left me feeling under-whelmed: there was no sense of occasion, like I felt when I first stepped into a Ferrari 355, or a Diablo, or a Zonda even.

This is important, because supercars appeal to the small boy in us all. We may hate the bastards who have them and we may know they make no sense at all, but that doesn't stop us wanting one. And there's the thing: I don't particularly want a Gallardo.

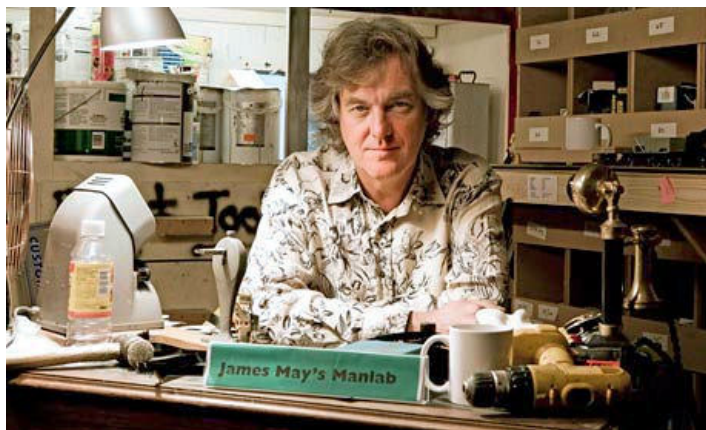
As I stepped out of it after a two-day stint, there was no pulsating desire to get back in again, and keep going. Although this may have had something to do with the fact that, after three hard minutes on the test track, the clutch was a thin veneer of dust on the main straight.

There we are, then. The message remains the same. If you want to go really, really fast, buy a plane ticket.

Jeremy Clarkson

The glorious uselessness of internal combustion.

James May's May on Motors, 2006



The remarkable thing about the new Mercedes S-class, as we discussed on Top Gear the other day, is that for all its technological advances - its infra-red headlights, the accident avoidance technologies, the multiple massage seats - it's still powered by essentially the same means that were used to propel Benz's original Motorwagen of 1898.

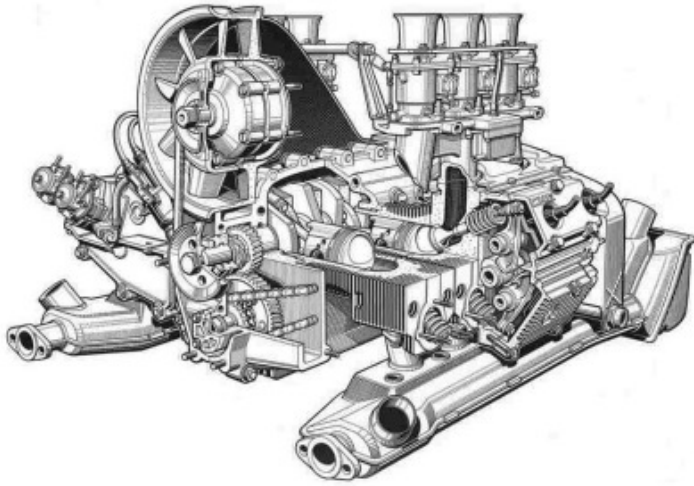
I realise that the internal combustion piston engine has come a long way in the last century. The earliest ones were woeful devices: hideously inefficient and dirty by our standards, slow running, difficult to start (most people had a man for that) and, if it did start, fiendishly hard to manage. What's really amazing, though, is that the thing is still with us at all.

It strikes me that the fundamentals of the piston engine - which haven't changed one bit - must be anathema to the purist engineer. It is dependent on reciprocating motion, which is always problematic, and consumes much of the power it develops in its own operation, rather in the way that the London congestion charge spends much of the revenue it generates on its own admin. There are camshafts to be rotated, valve springs to be compressed, coolant and oil pumps to be driven, electrical sparks to be generated.

I'm sitting here looking at a cutaway drawing of a Porsche flat six, and I'm amazed at just how little of the mechanism is directly related to driving the car. The rest of it is devoted, as management types would say, to making it happen.

A jet engine is so much better, since (in essence, anyway) everything rotates smoothly and efficiently around a central shaft. And yet, despite one or two dramatic attempts, the gas turbine has never given us a quantum leap in car performance in the way that it has for aeroplanes.

War must have a lot to do with this, since it tends to encourage advances in aviation while leaving cars up on



bricks owing to fuel shortages. The driver of a '30s Bentley could drive the new Continental Flying Spur, once he'd got over the shock of discovering that the gear lever is indoors. The pilot of a Hawker Hurricane wouldn't even know which way to face in the Eurofighter. Then compare the performance improvements of both: the car's would be expressed in percentages, but the aeroplane's in multiples.

So the engine in your car is beginning to look a bit rubbish, really. Everything else has moved on. Aeroplanes have gas turbines; ships have gas turbines and nuclear reactors; railways have had diesel electric, diesel hydraulic, turbines, pure electric and MagLev. I know we now have hybrid cars, but let's not kid ourselves about these: they are still driven entirely by petrol or diesel, and the electric motor and its associated systems are merely there in an attempt to recoup some of the energy the piston engine so famously wastes.

Think about this. The most important industry in the world, the purveyors of the most expensive consumer artefact most of us ever buy, the cornerstone of world economies, the ambassador for nations, the motor industry: still fobbing you off with lumps of metal flapping about in holes inside other great big lumps of metal. We ought to be pretty cross about it.

However, I've decided that I'm delighted.

I've been thinking about engines quite a bit over the last few weeks, and it has to be acknowledged that it's the deficiencies of the technology that make them so exciting. There has never been a truly great car with a dull engine, because the engine, as Ferrari are so keen to point out, is the soul of the car.

Imagine a perfect petrol engine, with absolutely linear responses, a smooth torque curve, an even sound throughout the rev range. How boring would that be? We look at graphs of engine output and tut at troughs in the torque, but let's be honest: this is exactly the sort of thing that makes it interesting in daily operation.

Even the least mechanically sympathetic driver is intimately in tune with the workings of the engine: when it's labouring, when it's straining. This is a vital part of the feedback at the man/machine interface and as crucial as steering feel to the sort of people who really enjoy driving.

A few cars I've driven in the last week or so stand as a perfect illustration of what I'm talking about: a Porsche

Boxster, my old Bentley, and Hammond's knackered 1275cc MG Midget. These three are about as disparate as you could get, yet all offer an opportunity to delight in the foibles of the piston engine.

The Midget has a pretty woeful old lump under its shuddering bonnet. It offers nothing at low revs and runs out of puff suddenly, and just before you expect it to. But this is something you recognise within a few miles of driving, and life beyond that point is a hilarious game of hunting down that fleeting period of the engine's operating range when it comes 'on the cam' and keeps the little box bowling along. It's everything a milk float isn't, despite a similar performance envelope.

The 3.2 flat six in the new Boxster S is a much more sophisticated affair, offering complex electronic control, variable valve timing and everything else possible in the pursuit of that theoretically perfect motor mentioned above. But of course they will never actually get there, which means that there is a beautiful sweet spot in the engine, at about 4,000 revs and under load, when its workings translate to a



curious tingle in the base of the spine. This is felt on driving out of a perfectly executed corner and is as enduringly satisfying as ejaculation.

The Bentley? Hardly a thrilling powerplant in the accepted sense. It's all over by 4,500 rpm and its makers made every effort to banish its sound completely. And yet ... that great swelling of torque as you pull away, and the distant aristocratic harrumph from the bowels of the thing; these serve to remind you that you are ministering to a mass of whirling ironmongery fuelled by countless explosions, flawed but magical.

Oh - just remembered: I've driven one other car recently, a fuel-cell Vauxhall Zafira, a true electric car with its own on-board power station. The fuel cell sits where the regular engine would - it's even on the same mountings. The technology works brilliantly, and in time it could be made cheaply, since it's simple and simple to use: no gearbox, no stalling, no cussed torque characteristics. Just press the pedal and go on your way with a faint whine, quietly, cleanly and efficiently. This is almost certainly the future, and I have only one complaint about it.

God in heaven, it's boring.

James May



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